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BUDGET OVERVIEW

SOUND TRANSIT—THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

How the Agency was Established

In the early 1990s, the Washington Legislature authorized King, Pierce and Snohomish counties to create a single agency—the Central Puget Sound Regional Transit Authority (Sound Transit)—to plan, build and operate a high-capacity transit system within the region's most heavily used travel corridors. In September 1993, the Sound Transit Board of Directors held its first official meeting. The Sound Transit District includes the most urban parts of the three-county area and close to half of the state's population.

History of *Sound Move*

In May 1996, the Sound Transit Board proposed *Sound Move*. The plan includes a mix of transportation improvements: high-occupancy vehicle (HOV) lane access improvements, ST Express bus routes, Sounder commuter rail and Link light rail. The plan includes new community "gateways"— connections in urban and suburban areas for communities to connect to the rest of the region. *Sound Move* is a comprehensive regional transit plan made up of almost 100 separate but interrelated capital and service projects. The plan also contains commitments to:

- Equitable revenue distribution. Local tax revenues will be used to benefit the five subareas of the Sound Transit District (Snohomish County, North King County, South King County, East King County and Pierce County) based on the share of revenues each subarea generates.
- Coordinated services and integrated fares. Regional and local transit services will be coordinated and an integrated fare structure developed.
- System expansion or tax rollback. Any second phase capital program that continues using local taxes for financing will require voter approval within the Sound Transit District. If voters decide not to extend the system, Sound Transit will roll back the tax rate to a level sufficient to pay off outstanding debt, and operate and maintain the investments made as part of *Sound Move*.
- Public accountability. Sound Transit will hire independent auditors and appoint a citizen committee to monitor Sound Transit's performance in carrying out its public commitments. Citizens will be directly involved in the placement, design and implementation of facilities in their communities.

Voter Approval

On November 5, 1996, voters in the three-county Sound Transit District approved the local taxes necessary to fund the regional bus and rail transit systems described in *Sound Move* by a 56.5 percent to 43.5 percent margin. The measure received a majority of votes in each of the three counties in the Sound Transit District (58.8 percent in King County, 54.4 percent in Snohomish County and 50.1 percent in Pierce County).

The measure approved in 1996 was titled, *Ballot Title Proposition No. 1 Regional Transit Authority.* Its text follows:

"To implement a regional rail and express bus system linking Tacoma, Seattle, Bellevue, Everett, other cities, and Sea-Tac Airport, shall the Regional Transit Authority impose a sales and use tax of up to four-tenths of one percent and a motor vehicle excise tax of three-tenths of one percent to

provide the local share of funding towards the $3.9 billion estimated cost of the system, as provided in Resolution 75 and the '10-year Regional Transit System Plan?'"

Sound Transit's Mission and Measures of Success

Sound Transit's Mission

Sound Transit's mission is to build and operate an integrated regional high-capacity transportation system serving the three-county Sound Transit district. The services include commuter rail, light rail and regional bus services and capital facilities. Sound Transit is implementing its *Sound Move* regional plan in partnership with public agencies, jurisdictions, private sector and other interests, and the citizens of the Sound Transit District. *Sound Move* calls for a mix of transportation improvements throughout the region.

Sounder commuter rail

- An 82-mile commuter rail system with 4 round trip trains between Everett and Seattle and 9 round trip trains between Seattle through Tacoma to Lakewood, and 12 stations.

Regional Express bus and facilities

- 19 ST Express regional bus routes to better connect cities and suburbs throughout the region and link with other local and regional transit services.
- Sound Transit is funding HOV access to 100 miles of freeway, bus, and carpool lanes to ensure fast and reliable local connections for regional bus service, to encourage carpool and vanpool use, and eliminate the need for buses, carpools, and vanpools to weave through general traffic at freeway entrances and exits.
- Community Connections includes stations, transit centers, park-and-ride lots, and arterial improvements to provide access to the regional transit network.

Link light rail

- A 1.6-mile Link light rail line currently operating in Tacoma that connects the downtown, business, theater, and university districts with local and ST Express regional buses and Sounder commuter rail services at the new Tacoma Dome Station.
- Approximately 19 miles of new Central Link light rail transit that connects the University of Washington, Capitol Hill, downtown Seattle, southeast Seattle, Tukwila, and SeaTac.
    - ◊ The Initial Segment of the Central Link line is a 14-mile route that connects downtown Seattle, Beacon Hill and Rainer Valley with a South 154th Street Station in Tukwila near the Seattle-Tacoma International Airport.
    - ◊ The Airport Link Segment of the Central Link line is approximately 1.7 miles in length extending from the Tukwila International Boulevard Station to a station near the main terminal at Seattle-Tacoma International Airport.
    - ◊ The North Link Segment of the Central Link line connects downtown Seattle to Capitol Hill and the University District, and also includes an extension to Roosevelt and Northgate transit centers that will be built as additional funds become available. University Link is the first segment of North Link that will be constructed, extending about 3 miles from downtown Seattle to a station on Capitol Hill and north to the University of Washington Station near Husky Stadium.

Sound Transit's Measures of Success

- High-quality projects completed on time and within budget.
- Services are well used and customer satisfaction is high.

- Checks and balances ensure accountability to the community.
- Staff, consultants, and contractors are accountable to the Sound Transit Board.
- Projects are developed with the help of meaningful community involvement and participation.
- Technical expertise is appropriate to implement the system, and a lean organization reflects the Sound Transit District's values and diversity.
- Maximum local participation, including Minority/Women/Disadvantaged Business Enterprise firms, has been achieved in Sound Transit contracting.
- Projects include innovative design and operating features that benefit Sound Transit's customers and will attract new riders.
- Partnerships are created that leverage Sound Transit's investments and/or reduce project costs.
- Accessible transportation facilities in compliance with the Americans with Disabilities Act.

2006 Accomplishments

As Sound Transit moves into 2007, the agency can look back on 2006 and point to significant accomplishments in projects and services.

Project Delivery accomplishments

Sounder commuter rail

Track and Signal Accomplishments

- Obtained final permits and approvals required for service start-up of the third and fourth trains between Everett and Seattle.
- Reached agreement with BNSF to allow start up of fifth and sixth trains between Seattle and Tacoma by September 2007, ahead of completion of Phase II track and signal improvements.
- Reached agreement and commitment with WSDOT, Amtrak and BNSF on funding for WSDOT requested track modifications at King Street Station.
- Completed 65% of Phase II track and signal improvements.
- Reached 100% design level for M Street to Lakewood track and signal improvements between Tacoma and Lakewood.
- Reached 100% design level for Layover Track facility extension at Everett for trains three and four.
- Reached 100% design level for Reservation Junction to Freighthouse Square Remediation Phase III.

Station Accomplishments

- Completed demolition and remediation in support of construction of the Phase II improvements at Everett Station.
- Reached 100% design level for Everett Station Phase II improvements.
- Reached 100% design level for Mukilteo Station North Platform.
- Reached 100% design level for Lakewood Station.
- Reached 100% design level for South Tacoma Station.

Link light rail

- Central Link maintenance and operations base completed.
- SODO segment completed including the Stadium and Lander Street Stations.
- First Link light rail vehicle arrives in Seattle.
- Link light rail vehicle testing begins on the test tracks.
- Beacon Hill tunneling begins and completes tunneling of the south tunnel from the west to east portals.
- Major reconstruction of Martin Luther King Jr. Way South in Rainier Valley completed.
- Resurfacing of Pine Street in downtown Seattle is completed.
- Final Supplemental EIS for North Link is released and federal Record of Decision issued.
- Sound Transit Board selects North Link project route from downtown Seattle to Northgate, approves University Link as the first phase for construction.
- Final design on University Link receives federal approval.
- Reached agreement with the University of Washington for light rail construction on the University campus.
- Groundbreaking for Airport Link construction to Sea-Tac Airport.
- Tacoma Link reaches two million riders.
- Initiated the EIS process and completed public and agency scoping for the East Link project.

Regional Express

Community Connections Accomplishments

- Opened the Federal Way Transit Center / S 317th for service.
- Opened the Bellevue Rider Services Building for service.
- Opened the Sammamish Park and Ride / 228th SE for service.
- Opened the Issaquah Highlands Park and Ride / Highland Dr for service.
- Completed construction of Yarrow Point Stop Improvements.
- Began construction of the Canyon Park Freeway Station / I-405.
- Reached 100% design at Redmond Transit Center.
- Started construction of the Issaquah Transit Center.
- Started construction of the Mercer Island Park-and-Ride.

HOV Accomplishments

- Opened the Federal Way HOV Access / S 317th for service.
- Opened the Eastgate Transit Access/142nd Ave SE for service.
- Completed construction of the Ash Way Mitigation project.
- Reached 100% design for Bothell Branch Campus Access at 195th / I405.
- Reached 100% design for I-90 Two Way Transit and HOV – Stage 1.
- Began construction of the South Everett Freeway Station / 112th SE.

Service Delivery Accomplishments

Systemwide

- Achieved a life-to-date milestone of more than 57 million riders carried systemwide.
- Conducted Customer Satisfaction Survey and received high marks on service and facilities.
- By the end of the year will have published a five-year Regional Special Needs Transportation plan, providing a guide to improve regional travel for transportation disadvantaged people by better coordinating transportation services.
- Provided facilities management services to the expanding regional system with the addition of the Federal Way Transit Center, Bellevue Rider Services Building and Eastgate Transit Access ramps.

Tacoma Link

- Achieved a life-to-date milestone of two million passenger boardings since inception of service.
- Average weekday boardings were more than 2,800 per day and continued to exceed the year 2010 projections.

Sounder commuter rail

- Achieved a life-to-date milestone of more than five million passenger boardings since inception of service.
- Average weekday boardings of more than 6,000 per day were 50% higher than the previous year.
- Initiated a number of alternatives including van share and additional leased parking spaces to meet growing demand for better access to the Sounder system.
- Recalled leased rail coaches and locomotives to Seattle which were required for added Sounder service.

ST Express regional bus

- Achieved a life-to-date milestone of more than fifty million passenger boardings since inception of service.
- Weekday ridership surpassed 34,000 boardings per day and is on pace to grow by more than 10% in 2006.
- Implemented Route 577 with service between Federal Way and Seattle, serving the new Federal Way Transit Center.
- Implemented a midday bus storage program for Sound Transit buses in downtown Seattle to better utilize the ST Express fleet, saving on fuel and maintenance costs.

Central Link light rail

- Commenced the Rail Activation Committee, a multi-agency team charged with implementing the operations of the Central Link Light Rail system in 2009.
- With the completion of the first two light rail stations at Stadium and SODO, Sound Transit began the process of systemwide testing and maintenance prior to revenue operations.
- Monitoring and maintenance of the downtown Seattle bus operations and mitigation for the Downtown Seattle Transit Tunnel retrofit continues as the tunnel is prepared to reopen for bus service in 2007.

Transit Vision Accomplishments

Fare Integration

- Managed PugetPass Program, which fulfills the *Sound Move* commitment for a "single ticket ride" on the following: Sound Transit, Community Transit, Everett Transit, King County Metro, Pierce Transit, Kitsap Transit, and the Washington State Ferries.
- Managed Sound Transit's institutional pass operation, including: U-Pass, GoPass, and approximately 160 FlexPass agreements with major employers in the region.
- Participated with six transit partner agencies to implement the Regional Fare Coordination "Smart Card" project, which is scheduled to be in beta testing in 2006 and full operation by 2008.

Research and Technology

- Completed an interagency agreement with the City of Tacoma and Pierce Transit to improve transit speed and reliability through technology investments in downtown Tacoma. These include Transit Signal Priority along Regional Express routes and traffic operations improvements in the downtown core.
- Completed management of all testing, acceptance and contract close-out of the closed circuit television and passenger information systems for Sounder's south line stations and on-board Sounder trains.
- Completed the testing, acceptance and operational start-up for the Automatic Passenger Counting Systems aboard Regional Express coaches.
- Continued to provide GIS services to the agency for map production, data maintenance, application support and spatial analysis.

Phase 2 Planning (ST2)

- Evaluated 80+ projects and recommended deletion of approximately 20% of them based upon performance against the Board's criteria.
- Developed revised schedule for ST2 due to the Legislature delaying an election until 2007.
- Completed several technical reports related to I-90 HCT: summary of historical mode choice studies, summary of transition joint studies, and WSDOT's traffic study.
- Briefed the Board on topics such as the Service Enhancement Fund, the evolution of the bus system with the expansion of rail, subarea equity.
- Developed five investment scenarios with example projects, sized at an additional 0%, 0.1%, 0.3%, 0.4%, and 0.5% sales tax levels.
- Evaluated investment scenarios against the Board's performance criteria.
- Worked with the jurisdictions to refine project scopes and cost estimates.
- Worked with the Board as they identified light rail as the preferred HCT mode on I90, and narrowed the investment options to an additional 0.3%, 0.4%, and 0.5%, for purposes of public review.
- Began intensive review and coordination of work activities with RTID, WSDOT, and PSRC staff to develop an integrated roads and transit proposal.
- Met twice with the Expert Review Panel to review ST2 technical work.

The Sound Transit District Boundary

The Sound Transit District, shown on the next page, includes the most congested urban areas of King, Pierce and Snohomish counties. The Sound Transit District boundary lines generally follow

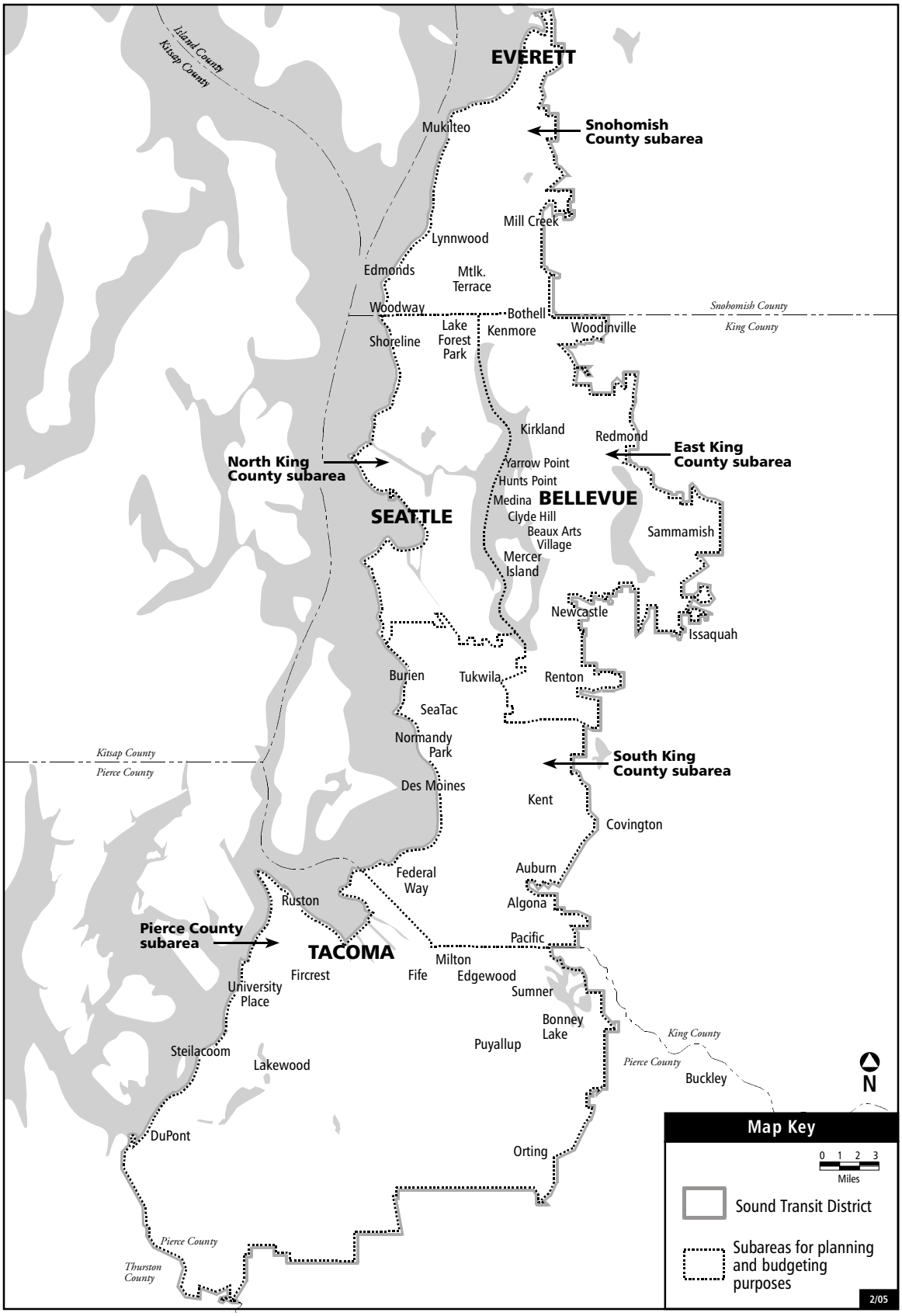
the urban growth boundaries created by each county in accordance with the state Growth Management Act.

The Sound Transit District:

- Shows the area where high-capacity transit services will be added to our transportation system.
- Establishes representation on the Sound Transit Board as prescribed by state law.
- Shows the area in which local taxes authorized by voters to help finance *Sound Move* will be collected.
- Demonstrates how regional services and facilities can support growth management goals and proposed land use plans.

Effective January 1, 1999, the Sound Transit Board approved the withdrawal of approximately half of the city of Covington from the Sound Transit District. Effective January 1, 2002, the Issaquah Highlands area of the city of Issaquah was annexed into the Sound Transit District. On June 13, 2002, the Sound Transit Board authorized changes to the existing agency's narrative boundary description. The changes include the annexed Issaquah Highlands area and replace references to precinct boundaries and city limit lines with geographical landmarks or references based on the public land survey system.

SOUND TRANSIT DISTRICT



Sound Transit District Subareas

The Sound Transit District is divided into five geographic subareas for planning and budgeting purposes. The system components in *Sound Move* address unique needs in each of these subareas. Local tax revenues and related debt for projects and services are utilized to benefit the subareas generally in proportion to the level of revenues each subarea generates.

Snohomish County: The Snohomish County subarea of the Sound Transit District includes the cities of Brier, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace, Mukilteo and Woodway. In 2005, the Snohomish County subarea had an estimated population of 413,000 residents, accounting for 63 percent of the Snohomish County population.

North King County: The North King County subarea includes the cities of Seattle, Shoreline and Lake Forest Park. In 2005, the North King subarea had an estimated population of 650,000, accounting for 36 percent of King County's entire population.

South King County: The South King County subarea includes the cities of Algona, Auburn, Burien, Des Moines, Federal Way, Kent, Normandy Park, Pacific, SeaTac and Tukwila. Since 1990, this has been the fastest growing area of King County. In 2005, the South King subarea had an estimated population of 525,000 residents, 29 percent of King County's population.

East King County: The East King County subarea includes the cities of Beaux Arts, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, Mercer Island, Newcastle, Redmond, Renton, Woodinville and Yarrow Point. In 2005, the East King County subarea had an estimated population of 470,000 residents, accounting for 26 percent of King County's population.

Pierce County: The Pierce County subarea of the Sound Transit District includes the cities of Bonney Lake, DuPont, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma and University Place. In 2005, the Pierce County subarea had an estimated population of 597,000 residents, accounting for 79 percent of the Pierce County population.

Sound Transit Board of Directors

Sound Transit is governed by an 18-member board made up of 17 elected officials and the Washington State Department of Transportation (WSDOT) secretary. The local elected officials include mayors, city councilmembers, county executives and county councilmembers from within the Sound Transit District. Each county is represented by one boardmember per 145,000 people living within that county. Boardmembers from each county are appointed by their respective county executive and confirmed by their county council. The appointment process includes consultation with local cities and towns.

By state law, appointments must include an elected city official representing the largest city in the participating county and proportional representation from other cities and unincorporated areas. To help assure coordination between local and regional transit plans, half the appointments in each county must be officials who serve on the local transit agency board.

Sound Transit boardmembers elect the board officers, including a chair and two vice chairs, every two years. The chair presides over all board meetings and is also a voting member. Additional information on the Sound Transit Board—including its structure, meeting schedules and locations, standing committees and actions—can be accessed at the Sound Transit Web site at www.soundtransit.org.

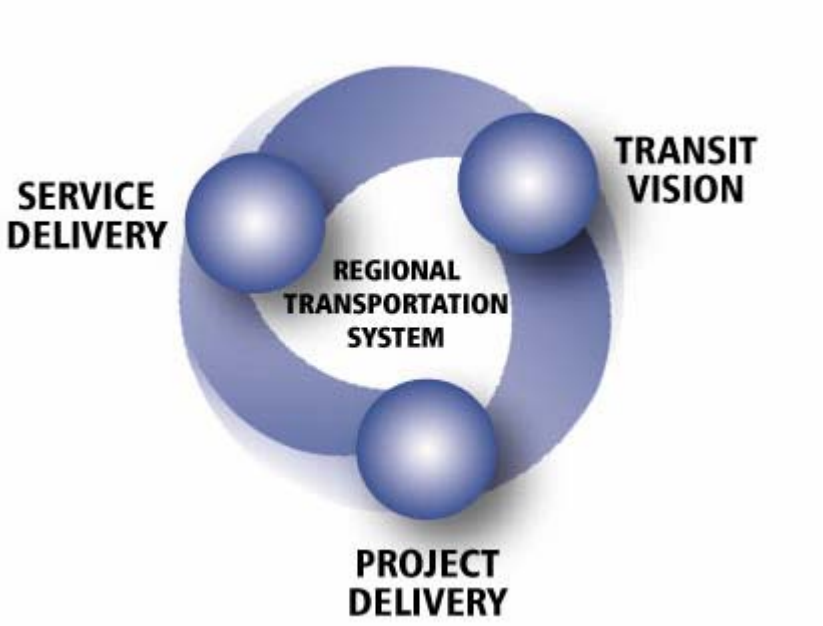
All board sessions are open to the public, and comments are invited.

Management Organization

Sound Transit's management organization is designed to ensure achievement of Sound Transit Board's mission, goals and measures of success, and to reflect the agency's partnerships with its citizens, customers and communities. Sound Transit's management organization is shown in the following organizational chart.

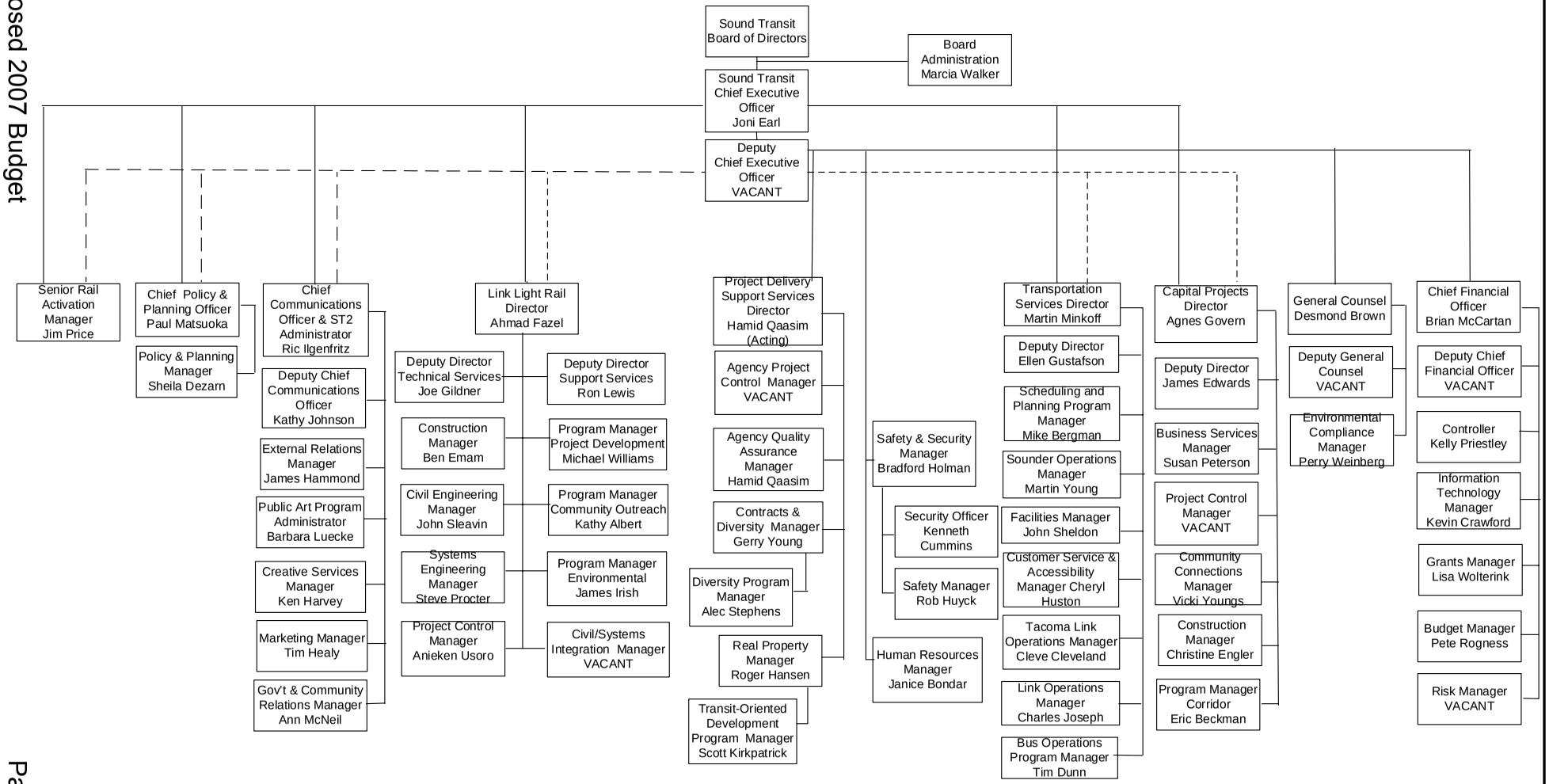
The Chief Executive Officer reorganized the agency in May 2004 to increase its focus in each of the agency's three main priorities: passenger operations, capital projects and long-range transit planning. Passenger operations for Link light rail, Sounder commuter rail and Regional Express bus are managed by the Transportation Services Department. Major capital projects are organized within two departments: Link light rail and Capital Projects, which manages the Sounder commuter rail and Regional Express bus capital programs. Long-range regional transit planning is managed by the Office of Policy and Planning and the Office of Corporate and Strategic Communications within the Executive Department. The remainder of the agency's departments (Legal, Project Delivery Support Services, Finance and Information Technology, Board Administration) support the three core activities.

SOUND TRANSIT
STRATEGIC FOCUS



SOUNDTRANSIT

Sound Transit Management Organization


Sound Transit Board of Directors
Board Administration Marcia Walker
Sound Transit Chief Executive Officer Joni Earl
Deputy Chief Executive Officer VACANT
Senior Rail Activation Manager Jim Price
Chief Policy & Planning Officer Paul Matsuoka
Policy & Planning Manager Sheila Dezarn
Chief Communications Officer & ST2 Administrator Ric Ilgenfritz
Deputy Chief Communications Officer Kathy Johnson
External Relations Manager James Hammond
Public Art Program Administrator Barbara Luecke
Creative Services Manager Ken Harvey
Marketing Manager Tim Healy
Gov't & Community Relations Manager Ann McNeil
Link Light Rail Director Ahmad Fazel
Deputy Director Technical Services Joe Gildner
Construction Manager Ben Emam
Civil Engineering Manager John Sleavin
Systems Engineering Manager Steve Procter
Project Control Manager Anieken Usoro
Deputy Director Support Services Ron Lewis
Program Manager Project Development Michael Williams
Program Manager Community Outreach Kathy Albert
Program Manager Environmental James Irish
Civil/Systems Integration Manager VACANT
Project Delivery Support Services Director Hamid Qaasim (Acting)
Agency Project Control Manager VACANT
Agency Quality Assurance Manager Hamid Qaasim
Contracts & Diversity Manager Gerry Young
Diversity Program Manager Alec Stephens
Real Property Manager Roger Hansen
Transit-Oriented Development Program Manager Scott Kirkpatrick
Safety & Security Manager Bradford Holman
Security Officer Kenneth Cummins
Safety Manager Rob Huyck
Human Resources Manager Janice Bondar
Transportation Services Director Martin Minkoff
Deputy Director Ellen Gustafson
Scheduling and Planning Program Manager Mike Bergman
Sounder Operations Manager Martin Young
Facilities Manager John Sheldon
Customer Service & Accessibility Manager Cheryl Huston
Tacoma Link Operations Manager Cleve Cleveland
Link Operations Manager Charles Joseph
Bus Operations Program Manager Tim Dunn
Capital Projects Director Agnes Govern
Deputy Director James Edwards
Business Services Manager Susan Peterson
Project Control Manager VACANT
Community Connections Manager Vicki Youngs
Construction Manager Christine Engler
Program Manager Corridor Eric Beckman
General Counsel Desmond Brown
Deputy General Counsel VACANT
Environmental Compliance Manager Perry Weinberg
Chief Financial Officer Brian McCartan
Deputy Chief Financial Officer VACANT
Controller Kelly Priestley
Information Technology Manager Kevin Crawford
Grants Manager Lisa Wolterink
Budget Manager Pete Rogness
Risk Manager VACANT

Citizen Oversight Panel

The Sound Transit Board's commitment to public accountability is a significant theme in the policies that frame *Sound Move*. During the first quarter of 1997, the Sound Transit Board appointed members to the first Citizen Oversight Panel (COP). The provision for and commitment to a COP is contained in the agency's proposed financial policies ["Public Accountability" (*Sound Move* financial policies, May 31, 1996, p. B7)]:

"To insure that the 10-year construction program development and implementation occurs within the framework and intent of these policies, Sound Transit will:

(a) conduct an annual comprehensive performance audit through independent audit services;

(b) appoint and maintain for the 10-year construction period a COP, charged with an annual review of Sound Transit's performance audit and financial plan, for reporting and recommendations to the Sound Transit Board."

Citizen Oversight Panel's mission

As an independent body, the COP reviews Sound Transit's performance toward achieving its commitments to the public and provides recommendations regarding its performance. The COP's responsibility is to provide the Sound Transit Board and the public with a regular report card.

Members of COP

Patsy Tsui Bonincontri
Richard U. Chapin
Aubrey Davis
Bertha Eades
Donald L. Green
Miriam Helgeland
Robert B. Hitchcock
Bill LaBorde
Paul W. Masten
Karen Miller, Chair
C.T. Purdom
Thomas R. Ryan
Larry E. Shannon
Paul J. Wiesner, MD

Areas of Responsibility

The COP monitors and provides recommendations concerning Sound Transit's performance in meeting its public commitments in the following policy areas:

- Public participation in plan implementation.
- Evaluation of project alternatives and recommendations.
- Management of annual capital/operating budgets and finance plan.
- Regional fund management.
- Equity, subarea budgets, and financial reporting.
- Adherence to project schedules and budgets.

Reports on Sound Transit Performance

The COP has delivered sixteen semi-annual reports. In May 2005, the COP also delivered a *Sound Move* Year 8 Review on Sound Transit's performance in meeting its commitments to the

public since the 1997 Midyear COP Report. All COP performance reports can be accessed on the Sound Transit Web site at http://www.soundtransit.org/x2199.xml.

Basis of Accounting

Sound Transit maintains its accounts and prepares its financial statements using the economic resources measurement focus and accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America and methods prescribed by the State Auditor. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. All applicable GASB pronouncements, as well as all Financial Accounting Standards Board (FASB) statements and interpretations are applied, except for those FASB statements and interpretations that contradict GASB pronouncements.

Information presented in the budget is presented in accordance with this basis of accounting. Tax revenues are reflected when the underlying transaction upon which the tax is imposed is expected to occur, operating revenues in the period for which services are provided and earned, and expenses in the period when incurred. Expenditures on capital outlays are capitalized as '*capital assets*' when the costs have been incurred. The costs of these assets are then depreciated over the estimated useful life of the asset beginning when the asset has been put into use. Capital assets whose ownership is not retained by Sound Transit and transferred to another governmental entity pursuant to an interlocal agreement, are expensed as a 'contribution to other governments' upon completion.

Financial Policies

The framework for implementing *Sound Move* includes the proposed financial policies that shape Sound Transit's budgetary process. The financial policies are important tools to Sound Transit to ensure that *Sound Move* is implemented on time and within budget and that agency principles and commitments to the public are met.

These policies, adopted under Resolution No. 72-1, provide:

Subarea equity: Local taxes are to be invested where they are raised. Budgets for each of the five subareas, including the subarea's projected share of local taxes, borrowed funds, federal grants, farebox revenues and related expenses, will be monitored and adjusted on an annual basis to ensure that an equitable distribution of revenues is maintained (see Budget Summary section for current subarea spending plans).

Regional Fund: A Regional Fund has been established and funded through local taxes to pay for systemwide elements of *Sound Move*. These elements include the integrated fare policy that creates a seamless system, innovative technologies and planning for any future capital investments that will be placed before the region's voters. Sound Transit Administration costs, not associated with capital or transit operations, are also covered under the Regional Fund. This funding is drawn from an equal percentage of local tax revenues contributed by each of the five subareas plus interest earnings.

Conservative use of debt: Sound Transit is committed to placing limits on its use of long-term debt. These policies establish the conservative approach Sound Transit will use to calculate the cash flow available to service debt, set a debt service coverage ratio policy, and reserve a portion of Sound Transit's debt financing capacity to provide a future potential funding source for unforeseen circumstances.

Public accountability: Sound Transit has hired independent auditors and has appointed a Citizen Oversight Panel to monitor Sound Transit performance in carrying out its public commitments.

Also, the state auditor and the Performance Audit committee provide additional oversight and accountability for the agency.

System expansion or tax rollback: Any second-phase capital program that continues local taxes for financing will require voter approval within the Sound Transit District. If voters decide not to extend the system, Sound Transit will roll back the tax rate to a level sufficient to pay off the outstanding bonds and operate and maintain *Sound Move* investments.

Financial Plan

Sound Transit maintains a 25-year financial model that projects the total revenues and costs of *Sound Move*. The model is used to verify the long-term financial viability of the program and confirm the maintenance of subarea equity.

The financial model forecasts operating costs, capital outlays, revenues, bonding, debt service, and reserves from 1997 through 2030. The agency updates the Financial Plan each year with the latest grant and revenue and inflation forecasts, and capital and operating budget data. The plan is reviewed, but not proposed, by the board each year and is available to the public on request.

How to Read the Budget

Overall, the 2007 budget is organized into six main sections:

Overview: This piece provides background on Sound Transit and its financial structure and a summary of the Proposed 2007 Budget.

Transit Vision: This section includes a detailed annual budget for projects relating to the vision for expanding the transit system and communicating that vision to the public.

Service Delivery: This section provides detailed annual budgets for the operation of Sounder commuter rail, Tacoma Link light rail and Regional Express bus service and associated capital outlays.

Project Delivery: This section includes an overview of the agency's capital program for Link light rail, Sounder commuter rail and Regional Express projects. The section also includes a six-year capital plan with a detailed annual cash flow for each capital project. A risk assessment for each project identifies factors that could have budget and schedule implications.

Agency Operations: This section details the 2007 staff operating budgets and 2007 objectives and action plans for each Sound Transit department. This section also includes other operating costs, such as debt service and the costs of the transit oriented development program, the Community Development Fund, the ST*art* Program and Non-capitalizable costs.

Appendix: This section includes further detailed information to provide the reader with additional background on the agency and the budget.

Sound Transit Revenue and Expense Summary

I. REVENUES & OTHER FINANCING SOURCES

	2005 Actual Revenues	Adopted 2006 Budget	2006 Estimate	**Proposed 2007 Budget**
Retail Sales and Use Tax	$239,784,899	$245,151,912	$258,366,578	**$269,574,268**
Motor Vehicle Excise Tax & Car Rental Tax	68,553,119	70,660,192	70,779,770	**73,269,628**
Federal Grants	135,393,164	142,392,412	130,411,110	**83,833,250**
Farebox Revenue	16,482,718	17,168,138	15,516,090	**16,886,644**
Interest Earnings	26,090,408	25,250,000	25,250,000	**12,026,897**
Miscellaneous Revenue [1]	12,240,880	7,051,864	10,110,713	**13,264,098**
Bond Proceeds	-	-	-	**-**
TOTAL REVENUES & OTHER FINANCING SOURCES	**$498,545,188**	**$507,674,518**	**$510,434,261**	**$468,854,785**

II. EXPENSES AND OUTLAYS

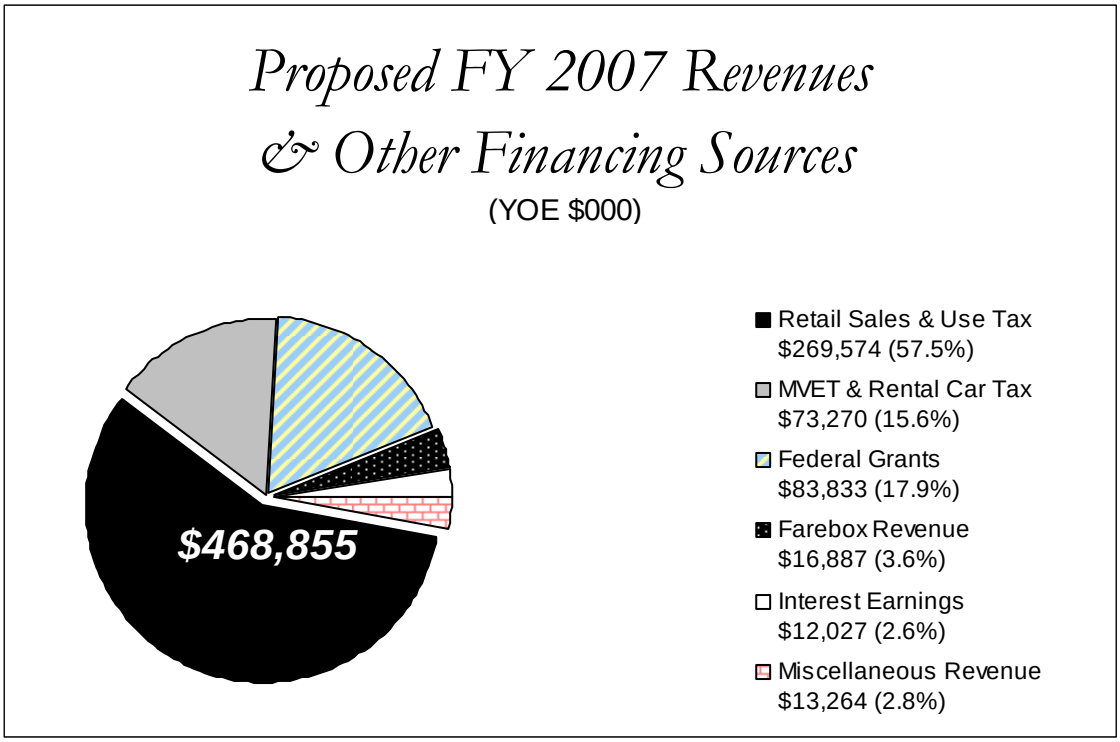
	2005 Actual Expenses	Adopted 2006 Budget	2006 Estimate	**Proposed 2007 Budget**
OPERATING BUDGET				
Staff Operating Budget	48,940,391	55,453,365	54,866,333.00	**57,288,696**
less: Allocation to Capital	(24,275,718)	(29,266,314)	(29,266,314)	**(28,459,739)**
less: Allocation to Tr. Ops & Op Projs.	(5,889,186)	(6,154,965)	(6,154,965)	**(7,374,479)**
Transit Operations & Allocs.	113,113,459	128,826,308	126,223,913	**145,856,600**
Op. Projects, Interest & Allocs.	48,511,538	58,903,565	58,903,565	**98,708,055**
Total Operating Budget	***180,400,485***	***207,761,959***	***206,994,895***	***266,019,133***
Adjustment for Non-cash Items	(66,601,589)	(41,178,997)	(69,684,528)	**(121,104,934)**
TOTAL NET OPER. BUDGET	***113,798,896***	***166,582,962***	***137,310,367***	***144,914,200***
CAPITAL PLAN				
Capital Outlays	539,358,838	658,492,246	655,370,858	**810,793,118**
Capital Replacement				**27,484,000**
Adminsitrative Capital Outlays	1,122,598	2,431,500	1,400,000	**667,500**
Costs Allocated to Capital	24,275,718	29,266,314	29,266,314	**28,459,739**
Capitalized Interest	31,984,698	36,211,040	36,211,040	**36,868,489**
TOTAL CAPITAL OUTLAYS	***596,741,852***	***726,401,100***	***722,248,212***	***904,272,845***
TOTAL OPERATING BUDGET AND CAPITAL OUTLAYS	**$710,540,748**	**$892,984,062**	**$859,558,579**	**$1,049,187,045**

Notes

1. Includes contributions from local jurisdictions, REX advertising revenues, and rental income from Sound Transit properties.

Revenue Summary

Sound Transit will collect an estimated $468.9 million in revenues and other financing sources in 2007. Total 2007 tax revenues include $269.6 million in Retail Sales and Use Tax revenue and $73.3 million in Motor Vehicle Excise Tax (MVET) and Rental Car Tax revenues. In 2007, Sound Transit anticipates receiving $83.8 million in federal grants, $16.9 million in farebox revenues, $12.0 million in interest earnings on cash and investments, and $13.3 million in miscellaneous revenues which includes contributions from local jurisdictions, Regional Express advertising revenues, and rental income from Sound Transit properties. While the Proposed 2007 Budget does not contain any revenue from issuance of bonds, the agency is continually evaluating the costs and benefits of bond issuance and may issue bonds in 2007 if market conditions are favorable. In March 2005, the board authorized the sale of $423 million in bonds (Series 2005A).



Revenues and Financing Sources

Retail sales and use tax

In 2007, Sound Transit is anticipating to receive $269.6 million in Retail Sales and Use Tax revenue. Sound Transit collects 4/10 of one percent Retail Sales and Use Tax on transactions in the Sound Transit District. The Retail Sales and Use Tax is imposed on the sale of most goods and certain services in the district. The tax is collected by businesses, which then remit the tax to the state. This tax is both a sales tax and a use tax, with the use tax collections amounting to about eight percent of the total taxes collected. The use tax is levied on items purchased out of state but used in state and on other items for which sales tax has not been paid. The tax is collected by the state Department of Revenue and remitted to Sound Transit through the Office of the State Treasurer.

Motor Vehicle Excise Tax

Sound Transit is expecting to receive $71.1 million in Motor Vehicle Excise Tax revenue for 2007. Sound Transit collects 3/10 of one percent Motor Vehicle Excise Tax. The Motor Vehicle Excise Tax is a tax levied on the value of motor vehicles and collected at the time of vehicle licensing. The tax is collected by the state Department of Licensing and remitted to Sound Transit through the Office of the State Treasurer.

Rental Car Tax

Rental Car Tax revenues for 2007 are anticipated to be $2.2 million. Sound Transit collects 8/10 of one percent Rental Car Tax, levied on the rental value of vehicles. The tax is collected by businesses and remitted to the state Department of Revenue. The Department of Revenue disburses the proceeds to Sound Transit through the Office of the State Treasurer.

Federal Grant Funding Program

Grant Assumptions in 2007 Financial Plan: The 2007 Financial Plan assumes $1.725 billion in federal grant funding for *Sound Move*. This includes a $500 million Full Funding Grant Agreement (FFGA) for the Link Initial Segment, a $750 million FFGA for University Link and $475 million in other funding for Link, Sounder and ST Express projects. Federal funding will be secured through Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding programs recently authorized under the federal transportation legislation called "SAFETEA-LU." Grant funding will be secured through both congressional appropriations and regional/national grant competitions.

Grant funding assumptions in the 2007 Financial Plan, by funding source

Section 5309 New Starts (FTA Discretionary)	$1.371 billion
Section 5307 / 5309 Formula (FTA Earned/Competitive)	$ 179 million
Surface Transportation Program (FHWA Urban Competitive)	$ 68 million
Section 5309 Bus (FTA Discretionary)	$ 42 million
Congestion Mitigation Air Quality (FHWA Competitive)	$ 37 million
State Funds	$ 15 million
Surface Transportation Program (FHWA Railroad Crossing Competitive)	$ 8 million
Other Federal Discretionary (FTA, Homeland Security, Federal Railroad, ITS)…	$ 5 million
	$1.725 billion

Current Status of Grant Assumptions in 2007 Financial Plan: To date, Sound Transit has been awarded $773 million, or 45 percent of the total projected federal funding. Funding has been

secured through congressional appropriations ($477 million), regional and national competition ($281 million) and state appropriations ($15 million). Funding has been secured across all funding sources and lines of business:

- Sounder: $270 million has been secured for Sounder rolling stock, track and signal work, railroad crossings, equipment, right-of-way and station construction.
- Link: $323 million has been secured for the preliminary engineering, final design, right-of-way acquisition, vehicle procurement and construction of the Initial Segment. $42 million has been secured for the preliminary engineering, final design, right-of-way acquisition, vehicle procurement and construction for the Airport Link extension. $12 million has been secured for right of way acquisition for University Link.
- ST Express: $123 million has been secured for ST Express rolling stock, transit centers, park-and-rides, and HOV direct access ramps.
- $2 million has been secured for systemwide improvements.

2007 Grant Award Projections: In 2007, Sound Transit is estimated to receive $96 million in grant awards. Of this amount, $80 million is the 2007 appropriation for Link, which is consistent with the schedule of federal funds in the Full Funding Grant Agreement.

2007 Grant Drawdown Projections: Grant drawdowns represent actual grant funds received from grant awards based on eligible expenditures occurring in the program. Generally, there is a time lag between the grant awards and the grant drawdowns, so the annual grant award estimate will not match the grant drawdown estimate. The time lag between the grant awards and the grant drawdowns varies in relation to when the FTA annual apportionments are published in the Federal Register, the time for FTA grant processing and when actual spending occurs on Sound Transit grant funded projects. In 2007, the budget for grant drawdowns is $83.8 million, which matches the finance plan forecast.

Farebox Revenues

The Proposed 2007 Budget of $16.9 million includes approximately $12.3 million in farebox revenues from the ST Express bus service and $4.6 million from the Sounder commuter rail service. In projecting fare revenues, it is generally assumed that present transit fares continue with fare increases matching only inflation rates; the Proposed 2007 Budget does not assume any fare increases. Annual fare revenue is projected to amount to at least $33 million following the complete implementation of the regional transit system for all modes of transit.

The fare revenue forecast was built on the assumption of an average fare per boarding of $2.76 for Sounder commuter rail service and $1.23 for ST Express bus service. Factors influencing the average fare per boarding include the base fare, the average number of zones traveled, the amount of institutional purchases of Puget Passes, and the amount of fare evasion.

Interest Earnings

In 2007, Sound Transit will earn an estimated $12.0 million in interest on its investments (on an accrual basis). On October 28, 2004, the Sound Transit Board adopted resolution R2004-14 that adopted an Asset Liability Management Framework to synchronize the management of the agency's investments and debt on a consolidated basis. This policy superseded Resolution No. 97 and includes four distinct but coordinated policies: Asset Liability Management, Investment, Debt Management and Debt Swap. The overall 2007 effective budgeted interest rate on Sound Transit's investments is 2.25 percent.

Miscellaneous Revenue

The agency expects to receive a variety of miscellaneous revenue totaling $13.3 million in 2007. Primarily, these revenues include advertising on Sounder cars and Sound Transit buses along with

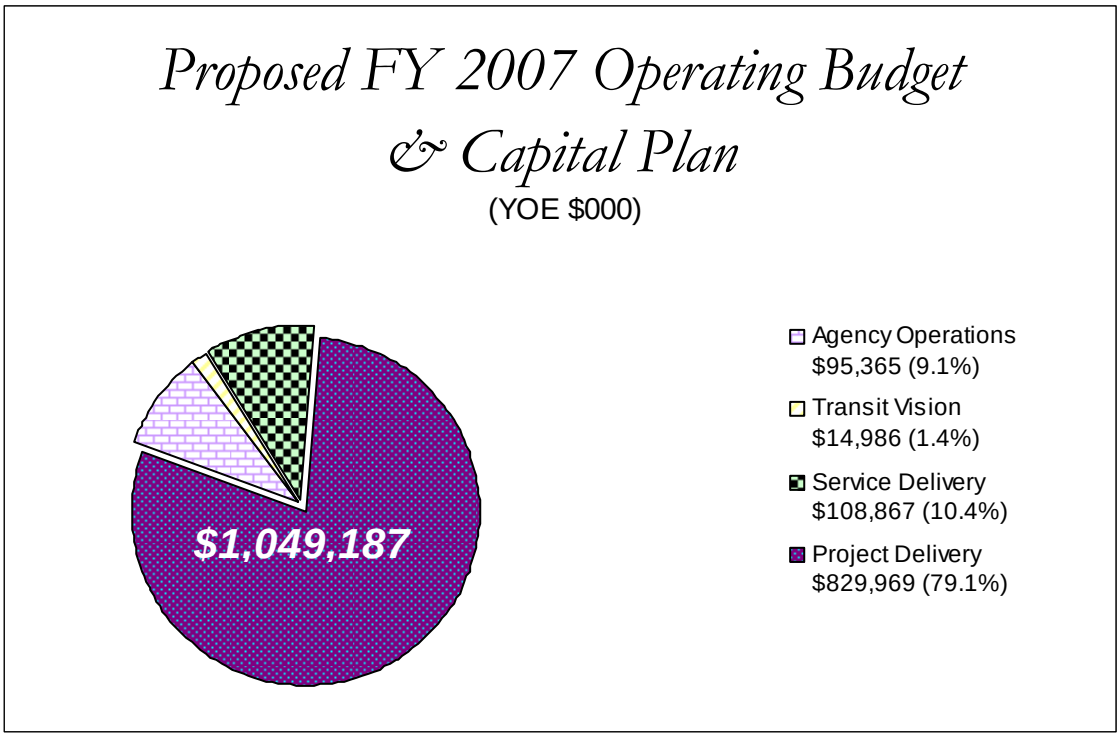
rental income from Sound Transit properties. The agency will also receive some other miscellaneous payments, such as payments for maintenance of the Weller Street overpass from King County and contributions from other government or private parties to Sound Transit capital projects. In the budget these revenues are reported on a consolidated basis for the agency.

Proposed 2007 Budget Summary

The Proposed 2007 Budget represents the eleventh full year of Sound Transit's *Sound Move*. It contains the agency's 2007 operating and capital budgets, a Phase 1 capital spending plan, as well as a 6-year rolling forecast for Service Delivery. Sound Transit uses the January-to-December calendar year for its budget and fiscal year. The total budgeted operating and capital plan for fiscal year 2007 is $1,049 million.

Sound Transit's Proposed 2007 Budget is organized according to its strategic focus: Transit Vision, Service Delivery, Project Delivery and Agency Operations. As detailed in the budget information above, each of these components has an annual operating expense, an annual capital expenditure, and a long-term capital plan. The following information summarizes the Proposed 2007 Budget by total operating and total capital expenses, regardless of the program area in which it is contained.

The agency maintains a lifetime capital plan, which records historic spending since 1997 and forecasts all capital outlays through 2009. Summaries of the agency's capital budget are presented below and each individual project capital plan is presented in subsequent chapters of the Proposed 2007 Budget. For Service Delivery, to reflect the fact that Sound Transit is now out of the start-up mode, the budget forecasts will no longer only report on a 1997-2009 basis but will also show a six-year rolling forecast of expenses for each mode. This treatment is more in line with other transit properties and provides a more accurate picture of ongoing operations.



Sound Transit Budget Overview
2007 Budget Summary

	2007 Operating Budget	2007 Capital Budget	Lifetime Capital Budget	6 year rolling forecast (2007-2012)
Transit Vision	**$ 10,595,254**	**$ 4,390,489**	**$ 23,507,193**	**N/A**
Service Delivery				
Link Light Rail	$ 3,667,942	$ -	$ -	$ 171,548,296
Sounder commuter rail	28,782,706	-	-	212,629,711
Regional Express bus	73,637,496	-	-	517,090,945
Mobility Initiative Program	774,109	-	-	4,914,749
Service Delivery Capital	-	2,004,700	$ 219,290,392	113,636,860
Subtotal	**$ 106,862,253**	**$ 2,004,700**	**$ 219,290,392**	**$ 1,019,820,561**
Project Delivery				
Link light rail	-	551,117,705	4,107,234,744	-
Sounder commuter rail	-	199,839,488	1,215,006,845	-
Regional Express bus	-	79,012,109	803,048,635	-
Subtotal	**$ -**	**$ 829,969,302**	**$ 6,125,290,224**	**N/A**
Agency Operations				
Net Staff Operations	18,817,867	-	-	-
Community Development Fund	1,596,460	-	-	-
ST*art*	412,299	2,888,366	16,291,623	-
Transit Oriented Development	200,000	-	100,000	-
Capital Replacement		27,484,000	175,721,000	-
Administrative Capital	-	667,500	16,574,000	-
Net Non-capitalizable costs	4,489,620	-	-	-
Debt Service	1,940,447	36,868,489	-	-
Subtotal	**$ 27,456,693**	**$ 67,908,354**	**$ 208,686,623**	**N/A**
Total	***$ 144,914,200***	***$ 904,272,845***	***$ 6,576,774,433***	***$ 1,019,820,561***

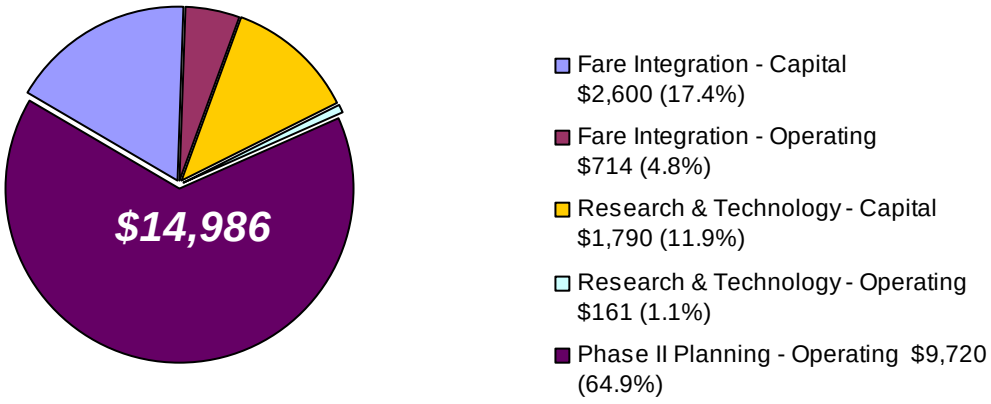
TRANSIT VISION

Transit Vision consolidates the agency's activities that are related to the development and communication of a long-term plan for regional transit within the Puget Sound region. The program manages a number of *Sound Move* Phase 1 projects, including the Fare Integration project to implement a seamless system of regional fare media and policies and the Research and Technology project to assess research and implement new transit technologies. In addition, Transit Vision staff will continue long-range and ST2 planning for the agency.

The Proposed 2007 Budget of $15 million for Transit Vision programs is $10.6 million in operating expenses and $4.4 million in capital expenditures. The Proposed 1997-2009 lifetime budget of $95.2 million for this program is $71.7 million in operating expenses and $23.5 million in capital expenditures.

Proposed FY 2007 Transit Vision Budget

(YOE $000)


$14,986
Fare Integration - Capital $2,600 (17.4%)
Fare Integration - Operating $714 (4.8%)
Research & Technology - Capital $1,790 (11.9%)
Research & Technology - Operating $161 (1.1%)
Phase II Planning - Operating $9,720 (64.9%)

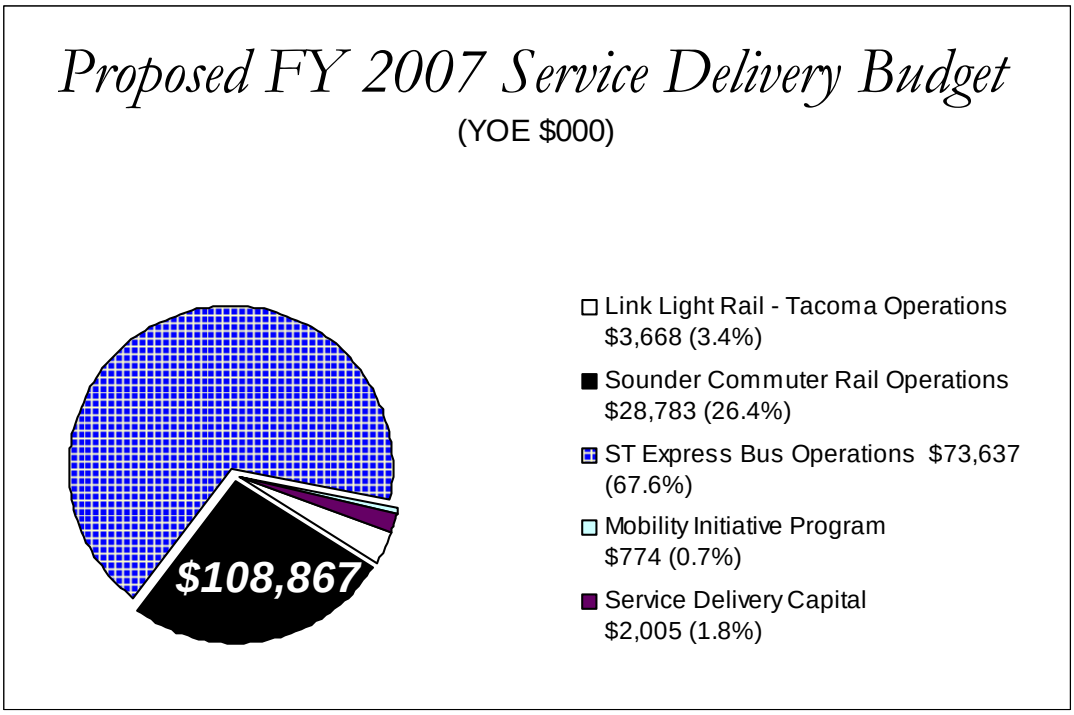
Transit Vision Budget
2007 Budget Summary

	Proposed 2007 Budget	Adopted 1997-2016 Budget
Capital Budget		
Fare Integration	$ 2,600,489	$ 13,303,955
Research & Technology	1,790,000	10,203,238
Subtotal	**$ 4,390,489**	**$ 23,507,193**
Operating Budget		
Fare Integration	$ 713,909	$ 29,235,997
Research & Technology	161,162	3,801,830
Phase II Planning	9,720,183	38,668,000
Subtotal	**$ 10,595,254**	**$ 71,705,827**
Total Spending		
Fare Integration	$ 3,314,399	$ 42,539,952
Research & Technology	1,951,162	14,005,068
Phase II Planning	9,720,183	38,668,000
Total	***$ 14,985,744***	***$ 95,213,020***

SERVICE DELIVERY

The Transportation Services Department combines the planning, scheduling and operations for Sounder commuter rail, ST Express regional bus, and Central Link and Tacoma Link light rail. The department also includes customer service, facility maintenance, regionwide signage and wayfinding programs, and the Mobility Initiative Program.

The Proposed 2007 Budget for Service Delivery is $106.9 million in expenses for operations and $2.0 million for capital. Operational expenses are divided between the agency's three modal services: $3.7 million for Tacoma Link operations, $28.8 million for Sounder, and $73.6 million for ST Express (not including depreciation), along with $774 thousand for the Mobility Initiative Program (MIP), which supports all three modes of operations. The budget for operational expenses represents a $9.3 million, or 9.5 % increase from the Adopted 2006 Budget. This increase reflects increased services for both Sounder and ST Express partially offset by a decrease in capital. More information on transit operations budgets is provided in the Service Delivery section of the budget.


Proposed FY 2007 Service Delivery Budget
(YOE $000)
$108,867
Link Light Rail - Tacoma Operations $3,668 (3.4%)
Sounder Commuter Rail Operations $28,783 (26.4%)
ST Express Bus Operations $73,637 (67.6%)
Mobility Initiative Program $774 (0.7%)
Service Delivery Capital $2,005 (1.8%)

Reconciliation of Service Delivery Budget Summary

(in YOE $000s)

Budget	Proposed 2007 Transit Operations	Depreciation	Total Service Delivery
Fully Allocated Transit Operations			
Link Light Rail	$ 3,668	$ 2,784	$ 6,452
Sounder Commuter Rail	28,783	21,983	50,765
ST Express Bus	73,637	14,228	87,865
Subtotal	**$ 106,088**	**$ 38,994**	**$ 145,082**
Mobility Initiative Program	774	-	774
Subtotal	**$ 106,862**	**$ 38,994**	**$ 145,857**
Capital Budget	**$ 2,005**	**$ -**	**$ 2,005**
Subtotal	**$ 108,867**	**$ 38,994**	**$ 147,861**

Service Delivery Budget Summary

2007 Budget Summary by Subarea

(in YOE $000s)

Subarea	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2007-2012)
Operating Budget			
Snohomish County	$ 16,574	$ 158,280	$ 120,466
North King County	-	68,127	99,885
South King County	20,927	216,215	193,594
East King County	37,809	367,985	259,348
Pierce County	31,552	318,715	232,891
Subtotal	**$ 106,862**	**$ 1,129,322**	**$ 906,184**
Capital Budget			
Snohomish County	$ 387	$ 22,196	$ 26,557
South King County	716	13,133	13,801
East King County	100	50,769	35,521
Pierce County	802	52,140	37,758
Subtotal	**$ 2,005**	**$ 138,238**	**$ 113,637**
Total Budget	***$ 108,867***	***$ 1,267,560***	***$ 1,019,821***

* These figures include contingency but do not include depreciation costs.

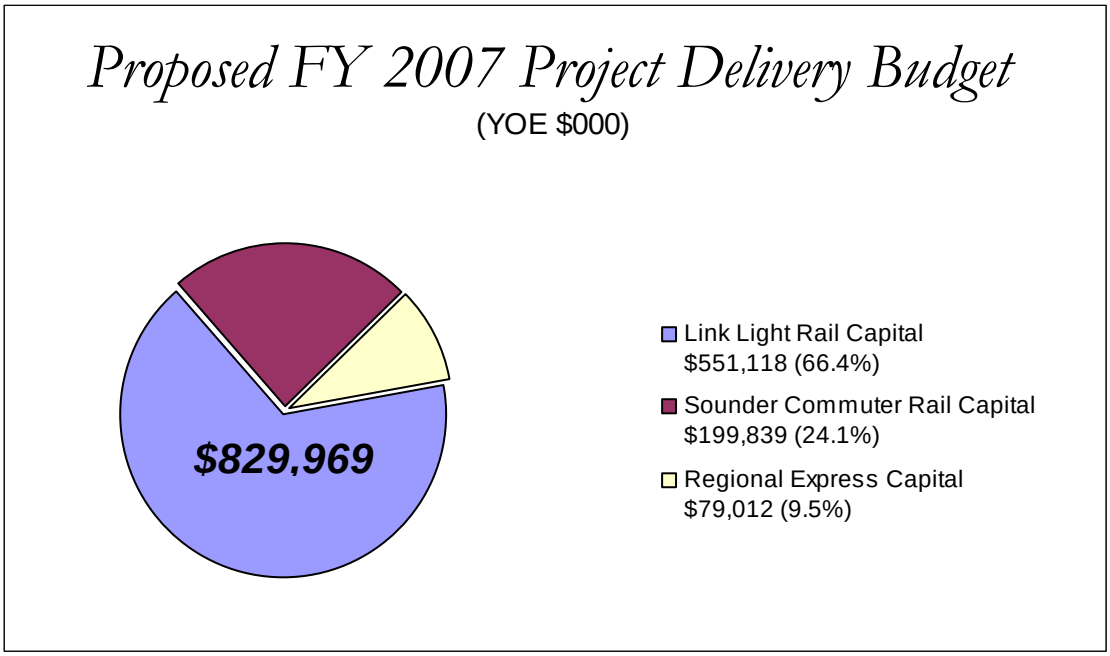
* The 6-year rolling forecast excludes expenditures from 1997-2006.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

PROJECT DELIVERY

Sound Move included the development of a system of new regional public transit assets. The design and construction of these assets are grouped under Project Delivery. These include the Sounder commuter rail and Regional Express HOV and Community Connection projects, and Link light rail. The Proposed 2007 Budget includes $830.0 million in capital.

The Proposed 2007 Budget also contains Sound Transit's $6.1 billion capital spending plan (1997-2009) that presents detailed expenses on capital assets for each project in the three capital programs. The Proposed 2007 spending plan represents a $90.6 million increase over 2006 activity for these capital programs.

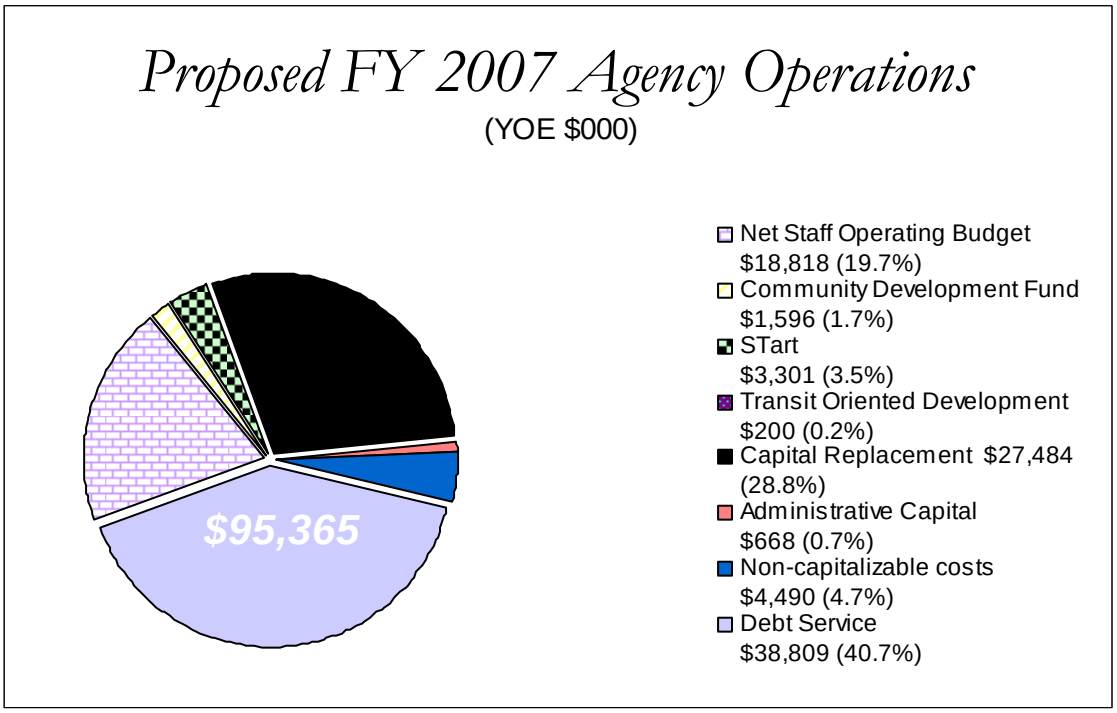


Project Delivery
2007 Capital Budget Summary

	Proposed 2007 Budget	Proposed 1997-2016 Budget
Link light rail	$ 551,117,705	$ 4,107,234,744
Sounder commuter rail	199,839,488	1,215,006,845
Regional Express bus	79,012,109	803,048,635
Total	***$ 829,969,302***	***$ 6,125,290,224***

AGENCY OPERATIONS

The Proposed 2007 Budget contains $27.5 million in operating expenses and $67.9 million in capital outlays related to staff operations, debt service, the Community Development Fund, public art (ST*art*), Transit Oriented Development, Capital Replacement, and other miscellaneous expenses.



Agency Operations

2007 Budget Summary

	2007 Operating Budget	2007 Capital Budget	Total
Net Staff Operations	$ 18,817,867	$ -	$ 18,817,867
Community Development Fund	1,596,460	-	1,596,460
ST*art*	412,299	2,888,366	3,300,665
Transit Oriented Development	200,000	-	200,000
Capital Replacement		27,484,000	27,484,000
Administrative Capital	-	667,500	667,500
Net Non-capitalizable Costs	4,489,620	-	4,489,620
Debt Service	1,940,447	36,868,489	38,808,936
Total	***$ 27,456,693***	***$ 67,908,354***	***$ 95,365,047***

Staff Operations: Sound Transit employs corporate staff—which administers its programs and services—and operations staff, which is directly involved in transit operations. The costs for corporate employees and associated expenses are captured within the agency's staff budgets, which are detailed by the agency's eight departments. The costs for operations employees are included in the Transportation Services budget and are addressed in the Service Delivery section. The staff costs for the Community Development Fund are also included in the staff operations budget. Sound Transit's staff operating budget, including depreciation, increased from $55.5 million in the Adopted 2006 Budget to $57.3 million in the Proposed 2007 Budget. These costs include salaries and benefits for all agency non-operational employees, materials and supplies, utilities, insurance, depreciation, leases and rentals and other miscellaneous expenses.

ST Staff Operating Budget Change Summary

Department	Current 2006 Budget	Proposed 2007 Budget	$ Change	% Change
Board Administration	$ 684,231	$ 654,422	$ (29,809)	-4%
Capital Projects	4,653,226	4,082,049	(571,177)	-12%
CDF Staff	95,473	95,056	(417)	0%
Central Costs	4,153,815	4,623,530	469,715	11%
Executive	11,351,305	11,722,664	371,359	3%
Finance & Information Technology	11,203,885	11,788,818	584,934	5%
Legal	2,516,643	2,501,852	(14,791)	-1%
Link	8,857,303	10,473,923	1,616,620	18%
Project Delivery Support	7,070,426	6,384,876	(685,550)	-10%
Transportation Services	4,867,059	4,961,506	94,447	2%
Total Staff Operating Budget	55,453,365	57,288,696	1,835,331	3%
Allocation to Capital	(29,266,314)	(28,459,739)	806,575	-3%
Allocation to Transit Services	(6,154,965)	(7,374,479)	(1,219,514)	20%
Depreciation	(2,225,315)	(2,636,612)	(411,297)	18%
Net Staff Operating Budget	$17,806,771	$18,817,867	$1,011,096	6%

ST Staff Operating Budget Change Summary

Category	Current 2006 Budget	Proposed 2007 Budget	$ Change	% Change
Salaries & Benefits	$ 35,793,584	$ 37,107,394	$ 1,313,810	4%
Services	10,025,000	9,885,244	(139,756)	-1%
Materials & Supplies	1,454,794	1,530,279	75,485	5%
Miscellaneous Expenses	2,478,181	2,517,215	39,034	2%
Leases & Rentals	1,952,275	2,010,444	58,169	3%
Other Expenses	1,524,216	1,601,509	77,293	5%
Depreciation	2,225,315	2,636,612	411,297	18%
Total Staff Operating Budget	55,453,365	57,288,696	1,835,331	3%
Allocation to Capital	(29,266,314)	(28,459,739)	806,575	-3%
Allocation to Transit Services	(6,154,965)	(7,374,479)	(1,219,514)	20%
Depreciation	(2,225,315)	(2,636,612)	(411,297)	18%
Net Staff Operating Budget	$17,806,771	$18,817,867	$1,011,096	6%

ST Staffing Plan Summary

Department	Filled at end of June 2006	Adopted 2006 Budget	Proposed 2007 Budget	New Positions
Corporate Staff				
Board Administration	5.00	5.00	5.00	-
Capital Projects	28.25	44.25	37.25	(7.00)
Central Costs *	-	-	-	-
CDF Staff	1.00	1.00	1.00	-
Executive	62.00	63.50	63.50	-
Finance & Information Technology	50.00	59.00	61.00	2.00
Legal	15.00	17.00	17.00	-
Link	72.00	77.00	87.00	10.00
Project Delivery Support	50.00	59.00	52.00	(7.00)
Transportation Services	27.60	27.60	28.60	1.00
Total Corporate Staff	310.85	353.35	352.35	(1.00)
Operations Staff				
Mobility Initiative Program	-	-	2.00	2.00
Regional Express Bus Operations	1.00	2.00	2.00	-
Sounder Commuter Rail Operations	3.00	3.00	3.00	-
Tacoma Link Light Rail Operations	15.00	16.00	17.00	1.00
Total Operations Staff	19.00	21.00	24.00	3.00
Total Sound Transit Staff	329.85	374.35	376.35	2.00

* previously budgeted unallocated positions are shown in the department to which they were assigned.

Community Development Fund (CDF): The Sound Transit Board established a $50 million fund to supplement the mitigation of impacts associated with construction and operation of light rail in southeast Seattle. The Proposed 2007 Budget contains $1.6 million of Sound Transit internal expenses for the CDF mitigation payments, advances and administrative costs. The costs of supporting the CDF are included in the agency staff operations budget.

ST*art*: The Sound Transit Board has endorsed a public art program to work with artists, community and project staff to develop art projects for the agency's capital projects to reflect the community's interest and that reflects positively on the agency. The Proposed 2007 ST*art* budget includes $412.3 thousand operating costs and $2.9 million capital costs.

Transit Oriented Development (TOD): The Sound Transit Board has proposed policies to promote public and private development that supports transit use by emphasizing pedestrian and transit access, clustering development and mixing land uses. These efforts include station area planning and joint development opportunities. The Proposed 2007 Budget for TOD expenses is $200 thousand.

Capital Replacement: The Proposed 2007 Budget contains $27.5 million for contributions to a sinking fund for major maintenance and repair of Sound Transit capital assets. The contributions to the capital replacement reserve are consistent with the agency's long term financial plan and methodologies outlined by the Federal Transit Administration (FTA). In Fall of 2007, staff will present a policy for capital replacement allocation and accounting treatment for the Board's consideration.

Miscellaneous: Agency Operations also includes expenses for administrative capital and non-capitalizable costs. The Proposed 2007 Budget for these expenditures is $667 thousand and $84.0 million respectively.

Debt Service: In July 2005, Sound Transit had $771 million of long-term bonds outstanding, the proceeds of which were used to finance construction of capital projects. In March 2005, the board authorized the sale of $423 million of bonds (Series 2005A). Payment of interest and amortization of issuance costs on the Sound Transit bonds is $38.8 million for 2007.

Sound Transit Capital Plan

Adopted 2006 Budget (in $000) by Subarea/Department

Description	2006 Adopted	2007 Proposed	Change	% Change
Snohomish County				
STart Capital	1,058	1,058	0	0.00%
Sounder	382,725	382,725	0	0.00%
Regional Express	165,528	157,781	-7,747	-4.68%
Transportation Services Capital	22,271	39,050	16,778	75.34%
TOD Capital	100	100	0	0.00%
Capital Replacement	0	28,835	28,835	NA
Snohomish County	**571,682**	**609,548**	**37,866**	**6.62%**
North King County				
STart Capital	6,757	6,757	0	0.00%
Light Rail Capital	3,138,294	3,164,859	26,565	0.85%
North King County	**3,145,051**	**3,171,617**	**26,565**	**0.84%**
South King County				
STart Capital	4,319	4,319	0	0.00%
Sounder	360,969	360,969	0	0.00%
Light Rail Capital	863,606	861,959	-1,647	-0.19%
Regional Express	78,694	78,733	39	0.05%
Transportation Services Capital	19,637	24,485	4,848	24.69%
Capital Replacement	0	56,305	56,305	NA
South King County	**1,327,225**	**1,386,770**	**59,545**	**4.49%**
East King County				
STart Capital	2,633	2,633	0	0.00%
Regional Express	545,849	545,788	-60	-0.01%
Transportation Services Capital	61,131	84,144	23,012	37.64%
Capital Replacement	0	38,840	38,840	NA
East King County	**609,612**	**671,405**	**61,792**	**10.14%**
Pierce County				
STart Capital	1,525	1,525	0	0.00%
Sounder	469,524	471,313	1,789	0.38%
Light Rail Capital	80,416	80,416	0	0.00%
Regional Express	21,075	20,745	-330	-1.57%
Transportation Services Capital	62,972	71,613	8,641	13.72%
Capital Replacement	0	51,741	51,741	NA
Pierce County	**635,512**	**697,354**	**61,841**	**9.73%**
Regional Fund				
Transit Vision Capital	23,654	23,507	-147	-0.62%
Administrative Capital	16,574	16,574	-1	0.00%
Regional Fund	**40,228**	**40,081**	**-148**	**-0.37%**
Agency Total	**6,329,311**	**6,576,774**	**247,463**	**3.91%**

Sound Transit Capital Plan

Adopted 2006 Budget (In $000) by Department/Subarea

Description	2006 Adopted	2007 Proposed	Change	% Change
STart Capital				
Snohomish County	1,058	1,058	0	0.00%
North King County	6,757	6,757	0	0.00%
South King County	4,319	4,319	0	0.00%
East King County	2,633	2,633	0	0.00%
Pierce County	1,525	1,525	0	0.00%
STart Capital	16,292	16,292	0	0.00%
Sounder				
Snohomish County	382,725	382,725	0	0.00%
South King County	360,969	360,969	0	0.00%
Pierce County	469,524	471,313	1,789	0.38%
Sounder	1,213,217	1,215,007	1,789	0.15%
Light Rail Capital				
North King County	3,138,294	3,164,859	26,565	0.85%
South King County	863,606	861,959	-1,647	-0.19%
Pierce County	80,416	80,416	0	0.00%
Light Rail Capital	4,082,316	4,107,235	24,919	0.61%
Regional Express				
Snohomish County	165,528	157,781	-7,747	-4.68%
South King County	78,694	78,733	39	0.05%
East King County	545,849	545,788	-60	-0.01%
Pierce County	21,075	20,745	-330	-1.57%
Regional Express	811,147	803,049	-8,098	-1.00%
Transit Vision Capital				
Regional Fund	23,654	23,507	-147	-0.62%
Transit Vision Capital	23,654	23,507	-147	-0.62%
Transportation Services Capital				
Snohomish County	22,271	39,050	16,778	75.34%
South King County	19,637	24,485	4,848	24.69%
East King County	61,131	84,144	23,012	37.64%
Pierce County	62,972	71,613	8,641	13.72%
Transportation Services Capita	166,011	219,290	53,280	32.09%
TOD Capital				
Snohomish County	100	100	0	0.00%
TOD Capital	100	100	0	0.00%
Administrative Capital				
Regional Fund	16,574	16,574	-1	0.00%
Administrative Capital	16,574	16,574	-1	0.00%
Capital Replacement				
Snohomish County	0	28,835	28,835	NA
South King County	0	56,305	56,305	NA
East King County	0	38,840	38,840	NA
Pierce County	0	51,741	51,741	NA
Capital Replacement	0	175,721	175,721	NA
Agency Total	**6,329,311**	**6,576,774**	**247,463**	**3.91%**

Sound Transit Proposed 2007 Capital Budget

In $000

Project	Project Name	2007 Proposed	2007 Proposed Lifetime
	STart Capital		
000	STart Program	2,888	16,292
20	**STart Capital**	**2,888**	**16,292**
	Sounder		
100	Everett-Seattle Track & Signal	51,207	303,326
101	Willow Creek Environmental Mitigation	627	1,001
110	Seattle-Auburn Track & Signal	26,487	255,469
120	Auburn-Tacoma Track & Signal	24,623	205,295
130	M Street-Lakewood Track & Signal	34,769	73,601
131	Permitting/Environmental Mitigation	6,183	10,288
135	D Street-M Street Track & Signal	13,455	76,025
140	Layover	5,754	24,344
150	Nisqually-Lakewood ROW	1,329	16,101
201	Everett Station	5,232	28,774
205	Mukilteo Station, North Platform	4,888	9,570
206	Mukilteo Station, South Platform	974	9,611
207	Edmonds Station (Temporary)	0	228
209	Edmonds Station	4,917	12,878
231	King Street Station	0	7,928
233	Boeing Access Rd Station	0	65
235	Tukwila Station (Temporary)	0	3,282
236	Tukwila Station	677	15,989
237	Kent Station	0	32,388
239	Auburn Station	0	25,815
241	Sumner Station	0	8,741
243	Puyallup Station	0	13,336
245	Tacoma Dome Station	0	9,767
247	Reservation-Freighthouse	292	19,889
251	South Tacoma Station	4,543	11,515
253	Lakewood Station	13,881	32,920
255	Lakewood CBD	0	1,816
600	Sounder Program Reserve	0	5,043
30	**Sounder**	**199,839**	**1,215,007**
	Light Rail Capital		
100	North Link - Northgate to 45th St	97	9,000
200	University Link - Pine St Stub Tunnel (PSST) to UW Station	44,870	1,514,008
290	North Link - UW Station to Brooklyn Station (NE 45th St)	10,563	36,992
300	Initial Segment	406,591	2,070,000
390	DSTT Debt Service	8,974	24,919
399	Initial Segment Project Reserve	0	128,300
400	Airport Link	80,023	243,600
500	Tacoma Link	0	80,416
40	**Light Rail Capital**	**551,118**	**4,107,235**

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

Sound Transit Proposed 2007 Capital Budget

In $000

Project	Project Name	2007 Proposed	2007 Proposed Lifetime
	Regional Express		
105	Ash Way Transit Access/164th SW	11	18,428
111	Lynnwood HOV Access/46th Ave W	305	26,241
125	Federal Way HOV Access/S 317th	0	32,618
131	Star Lake Freeway Station/S 272nd	0	4,113
135	I-405 @ Southcenter	0	55
140	Totem Lake Freeway Station/NE 128th	17,683	76,263
141	85th Corridor, Kirkland	666	6,015
142	Kirkland Transit Center/3rd	1,576	13,300
144	Redmond Way, Redmond	550	2,438
145	Bellevue HOV Access	0	73,513
150	Renton HOV Access/N 8th	2,964	67,075
151	Rainier Ave/Hardie Ave Arterial Improvements	3,483	15,675
152	Strander Boulevard Extension	373	4,208
160	Eastgate Transit Access/142nd Ave SE	3,142	38,908
165	I-90 @ Sunset Interchange	0	9,185
166	SR900 Park-And-Ride Arterial Improvements	0	7,117
311	Lynnwood Transit Ctr/46th Ave W	0	30,536
312	Mountlake Terrace Freeway Station/236th SW	2,466	25,545
314	S Everett Transit Center	0	31
316	N Everett Transit Center/Everett Comm College	699	1,698
319	S Everett Freeway Station/112th SE	6,243	31,209
321	Federal Way Transit Center/S 317th	1,500	39,455
322	Bellevue Transit Center/NE 6th	0	15,453
323	Bellevue Rider Services Bldg	0	3,501
324	Canyon Park Freeway Station	6,527	10,728
326	Issaquah Transit Center/SR900	13,641	29,482
328	Totem Lake Transit Center/Evergreen Medical Center	2,810	7,743
330	Newcastle Transit Center/SE 70th	0	7,223
332	Overlake Transit Center/NE 40th	0	10,943
340	Ash Way Park-And-Ride	0	1,114
342	Swamp Creek Park-And-Ride	0	303
345	Lynnwood SR99 Transit Lanes	0	2,546
346	E Everett Park-And-Ride	0	86
350	Redondo Heights Park-And-Ride/SR99	0	2,483
352	Other Park-And-Ride Expansion	0	10
353	Mercer Island Transit Center/N Mercer Way	0	0
354	Mercer Island Park-And-Ride/N Mercer Way	5,001	14,645
355	Issaquah Highlands Park-And-Ride/Highland Dr	0	8,116
356	Tacoma Dome Station	0	10,805
358	South Hill Park-And-Ride/94th Ave E	0	5,625
360	Dupont Station/Wilmington Dr	0	4,314
362	SR512 Park-And-Ride Expansion	0	0
370	Pacific Avenue Overpass	0	16,222
372	Bothell Branch Campus Access	1,333	3,860
374	Redmond Transit Center/NE 83rd	3,158	6,931

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

Sound Transit Proposed 2007 Capital Budget

In $000

Project	Project Name	2007 Proposed	2007 Proposed Lifetime
376	Woodinville Arterial HOV/SR202/SR522	231	1,798
377	Woodinville TOD (Stage 1)	0	5,079
378	Yarrow Point Stop Improvements	0	150
380	Sammamish Park-And-Ride/228th SE	0	7,179
382	I-90 Two-Way Transit & HOV Operations, Stage 1	1,238	19,296
384	SR522 HOV Enhancements/Kenmore	864	8,791
385	SR522 HOV Enhancements/Bothell	931	8,572
386	I-90 Two-Way Transit & HOV Operations, Stage 2	1,617	19,372
387	I-90 Two-Way Transit & H0V Operations, Stage 3	0	1,722
395	Funds For Other Projects	0	31
999	Regional Express Program Reserve	0	45,301
50	**Regional Express**	**79,012**	**803,049**
	Transit Vision Capital		
405	Fare Integration	2,600	13,304
410	Research & Technology	1,790	10,203
60	**Transit Vision Capital**	**4,390**	**23,507**
	Transportation Services Capital		
212	Ticket Vending Machines	1,555	7,678
216	Passenger Information System/CCTV	0	6,081
261	Bus Maintenance Facility	0	25,873
290	ST Express Fleet Program	0	105,907
356	Tacoma Dome Station	0	311
701	ST Express Fleet Replacement Program	0	67,813
702	Sounder Fleet Program	0	2,434
740	Small Works Program	450	2,630
741	Auburn Bus Loop Concrete Replacement	0	421
742	King Street Station Platform Lighting	0	142
70	**Transportation Services Capital**	**2,005**	**219,290**
	TOD Capital		
340	Ashway TOD	0	100
80	**TOD Capital**	**0**	**100**
	Administrative Capital		
001	Agency Administration	668	16,574
90	**Administrative Capital**	**668**	**16,574**
	Capital Replacement		
500	Capital Replacement	27,484	175,721
91	**Capital Replacement**	**27,484**	**175,721**
	Total Capital budget	**867,404**	**6,576,774**

Note: Figures shown are rounded to nearest thousand, so totals may vary from the detail

TRANSIT VISION

PROGRAM SUMMARY

The Office of Policy and Planning (OPP) and the Office of Corporate and Strategic Communications (OCSC) are charged with planning, communicating, and engaging the public in developing the regional transit vision. OCSC encourages the regional vision and seeks feedback through external public communications and involvement, government relations, and promoting Sound Transit activities and services. OPP translates the broad regional vision into discrete plans that are implemented through its long range planning, fare integration, and research and technology programs.

Sound Transit 2—building on success

A healthy transit system is vital for the economy and quality of life in the region, particularly when faced with a potential population increase of 1.2 million residents in the next 20 years. The core of the regional transit system -- *Sound Move*, approved by voters in 1996 -- is well under way. Sound Transit now carries more than 11 million riders annually. Sounder commuter trains run every weekday on 75 miles of track. ST Express buses connect population and employment centers throughout the region. Tacoma Link light rail trains are breaking ridership expectations. Construction is under way on the Central Link light rail system in Seattle and on transit centers and park-and-ride lots throughout King, Pierce, and Snohomish counties.

Sound Move represents an important first step in building a regional system, but more work remains. That is why Sound Transit is planning to extend the system to reach more communities, and more people, more effectively. That initiative is called Sound Transit 2 (ST2). This planning effort will culminate in a proposal to expand the regional system that is scheduled to be submitted to voters for approval in November 2007. The proposal will be submitted along with a companion package of regional road investments. The joint ballot was mandated by the Washington State Legislature during its 2006 session. Sound Transit is working with the Regional Transportation Investment District and the Washington State Department of Transportation to craft an integrated plan for transit and road improvements in the region's most heavily traveled corridors to address congestion, reduce travel time, improve safety and make trips more predictable.

Sound Transit 2 is the agency's highest priority related to Transit Vision. The Office of Policy and Planning leads the technical planning for ST2. OPP is responsible for the technical aspects of planning to support the board's update of the Long-Range Plan (July 2005) and the development of the ST2 Plan, which will build upon the achievements of Sound Move. OCSC 's central mission is to create new and unique ways of informing and engaging the public and encouraging participation in the ST2 process.

The Office of Policy and Planning

In addition to its work on ST2, OPP also manages the Fare Integration Program, delivering the "seamless" system that was promised in *Sound Move*. While progress has been made in the near term to institute the PugetPass, OPP is working closely with Sound Transit's partners to deliver a new system based on Smart Card technology which will allow customers to use the same card for fare payment for multiple transit services operated by various agencies. This future method of fare payment will make the system even more seamless for passengers. Additionally, OPP manages the Research and Technology function. This includes evaluating, demonstrating, and bringing on-line several technology projects that improve safety and security for Sound Transit's passengers, and improve customer information that makes the system easier to use.

The Office of Policy and Planning also develops agencywide policies and coordinates regional transportation planning efforts for Sound Transit. In addition to these specific responsibilities, it is responsible for addressing issues affecting all lines of business and coordinating transit reporting to the state and federal governments. The Office of Policy and Planning also supports the Sound Transit Board in its role of policy setting and long-range planning by developing alternative courses of action for its consideration that are realistic, timely, clear, and balanced. It works to develop internal policies that are consistent across all departments. It coordinates agency work with the Puget Sound Regional Council. In addition, the Office of Policy and Planning manages Geographic Information System services for Sound Transit.

The Office of Corporate and Strategic Communications

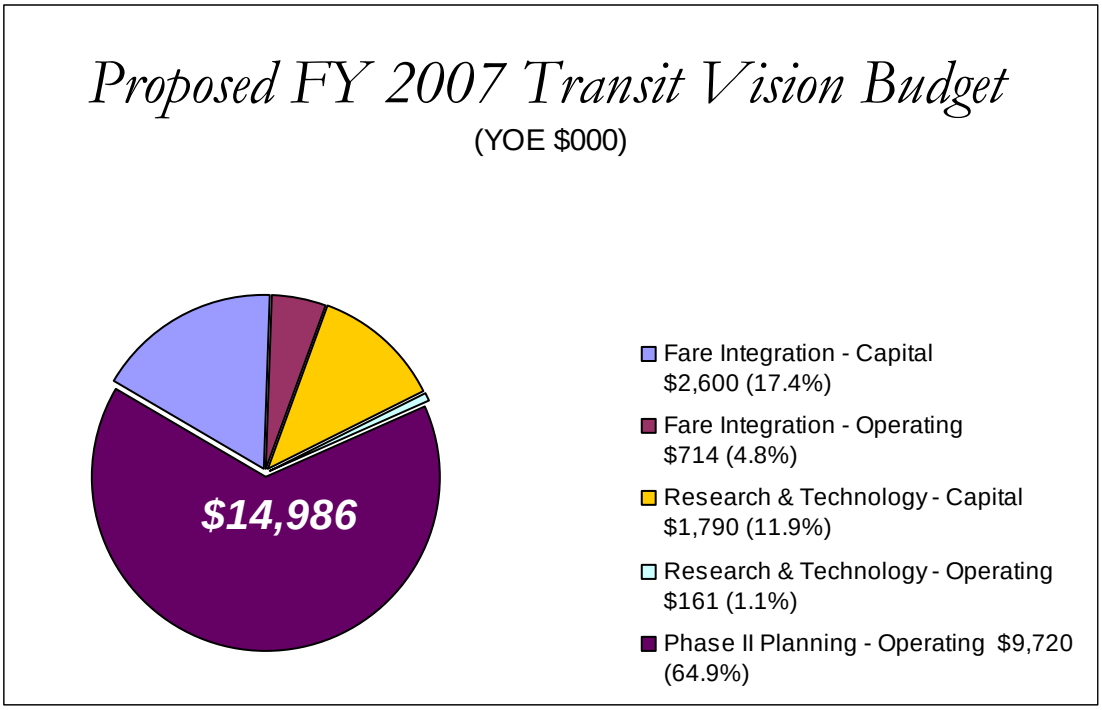
OCSC's work reflects the agency emphasis on ST2 as well as the delivery of construction projects and transit services. The office furthers the shared regional vision for transit through a wide range of activities highlighting various aspects of Sound Transit's mission. OCSC is responsible for communicating with the public about construction projects, celebrating construction and service milestones, informing the public about increases in bus and train service, coordinating activities with other government staff and officials, and highlighting the way Sound Transit's work serves as a key piece of the regional transportation system.

Specific OCSC tasks include:

- writing and designing communications pieces for wide distribution on all aspects of the agency's work;
- providing updated service, project, planning, and administrative information on the agency's Web site, and offering a means for public input to the agency;
- building and maintaining awareness of agency services, projects, and plans with key stakeholders and elected officials around the region;
- presenting Sound Transit information in a variety of venues through the agency's Speakers Bureau and through membership and involvement in a variety of civic and public organizations;
- highlighting major agency milestones on project and service implementation through a variety of means, including special events and media briefings;
- working with local, state and federal elected officials and staff to support Sound Transit's policy and programs, and support the agency's federal funding program;
- working with the media to ensure that coverage of the agency is frequent, fair, and accurate (including daily interaction with news media and distribution of news releases to all area news outlets, including community newspapers);
- implementing a broad marketing program to build awareness of agency services, and promoting new services to help increase ridership;
- providing electronic communications to business, community and government leaders from the agency's CEO; and
- producing agency video programs, including taped board meetings and the *In Motion* video magazine, which are cablecast across the region and used for outreach and public awareness-building.

TRANSIT VISION BUDGET

The Proposed 2007 Budget contains $10.6 million in operating expenses and $4.4 million in capital expenditures for activity in 2007 toward the Transit Vision projects. The Proposed 1997-2009 lifetime budget for the three projects is $71.8 million in operating expenses, and $23.4 million in capital expenditures. Staff budgets for Transit Vision's divisions are included in the Agency Operations section of the budget document.


Proposed FY 2007 Transit Vision Budget
(YOE $000)
$14,986
Fare Integration - Capital $2,600 (17.4%)
Fare Integration - Operating $714 (4.8%)
Research & Technology - Capital $1,790 (11.9%)
Research & Technology - Operating $161 (1.1%)
Phase II Planning - Operating $9,720 (64.9%)

Transit Vision Budget
2007 Budget Summary

	Proposed 2007 Budget	Adopted 1997-2016 Budget
Capital Budget		
Fare Integration	$ 2,600,489	$ 13,303,955
Research & Technology	1,790,000	10,203,238
Subtotal	**$ 4,390,489**	**$ 23,507,193**
Operating Budget		
Fare Integration	$ 713,909	$ 29,235,997
Research & Technology	161,162	3,801,830
Phase II Planning	9,720,183	38,668,000
Subtotal	**$ 10,595,254**	**$ 71,705,827**
Total Spending		
Fare Integration	$ 3,314,399	$ 42,539,952
Research & Technology	1,951,162	14,005,068
Phase II Planning	9,720,183	38,668,000
Total	***$ 14,985,744***	***$ 95,213,020***

Phase 2 Planning

The High Capacity Transit (HCT) Phase 2 Planning Program will proceed with building on the updated Long-Range Plan to develop a second phase High Capacity Transit implementation plan now designated "ST2." A conceptual study and detailed evaluation of potential ST2 projects, including ridership forecasting and conceptual cost estimating for a broad range of high capacity transit corridors, segments, alignments, projects and supporting projects and programs, will continue throughout 2006 and conclude in 2007. The primary work for 2007 will be supporting the Board's refinement of a Final ST2 Plan for presentation to the voters as early as Autumn 2007, and development of a variety of documents in compliance with State laws that govern the development of a regional HCT proposal.

Budget Changes for Phase 2 Planning

The 1997-2009 operating budget of $38.7 million for Phase 2 Planning is unchanged in total from the Adopted 2006 Budget. There is no capital component to the Phase 2 Planning budget.

The Proposed 2007 operating budget of $9.7 million for Phase 2 Planning includes an amendment of $1.8 million for the East Corridor study. The change reflects continued long range planning and ST2 efforts, along with anticipated election costs related to ballots in Pierce, Snohomish and King Counties.

Fare Integration

Fare Integration is responsible for promoting regional mobility through a system of seamless regional fare media and policies. The keystone of the program is the Regional Fare and Pass Reconciliation Agreement, which forms the basis for regional account reconciliation and the PugetPass. The agreement allows all five of the region's transit agencies to pool pass revenue into one account. It allows passes and cash transfers to be valid on all transit systems, regardless of purchase location, while insuring that agencies are compensated for the boardings provided. The basis for revenue reconciliation is research data, which is updated periodically based on on-board

survey research conducted by Sound Transit. Fare Integration also oversees institutional passes such as FlexPass and U-Pass and negotiates pricing with Sound Transit's partners and customers. PugetPass and institutional passes will soon be replaced with "smart cards," an electronic fare payment system which will allow for more accurate and timely data, faster boardings, and a simpler reconciliation process. In 2005, Sound Transit completed work with partner agencies to design the financial, technical and policy framework for Smart Card implementation. In 2006, the system will be tested with system buildout through 2007 for full system implementation by 2008.

Budget Changes for Fare Integration

The total combined 1997-2009 operating and capital budget of $42.5 million for Fare Integration is unchanged from the total lifetime budget in the Adopted 2006 Budget. The total 1997-2009 capital budget of $13.3 million is $123 thousand less than the adopted 2006 lifetime budget total. The total 1997-2009 operating budget of $29.2 million is $123 thousand more than the adopted 2006 lifetime budget total. This shift between capital and operating represents the latest resource requirements.

The Proposed 2007 Budget includes a capital budget of $2.6 million for Fare Integration which is $1 million lower than the Adopted 2006 Budget of $3.7 million primarily due to anticipated reduced partner reimbursements for costs related to the Smart Card project, and an operating budget of $714 thousand is $1.1 million lower than the Adopted 2006 Budget of $1.8 million primarily due to lower projected fare transfer subsidy payments to partner agencies.

Research and Technology

The Research and Technology Program was created to assess, evaluate research, and implement new transit technologies that will improve the effectiveness and efficiency of public transit. Activity in 2007 will include the continued implementation of the transit technology initiatives that were part of the board-approved "Sound Transit Technology Plan," as well as the completion of earlier projects identified and approved by the board. Other activities continuing into next year include a request for proposals for delivering the Corridor Transit Technology Initiative, which will deploy vehicle location, next arriving vehicle, and passenger counting technologies in specific Sound Transit corridors; the implementation of Transit Signal Priority to Sound Transit bus routes in Redmond and Snohomish County; and completion of a technical study for improving regional emergency transit radio communications.

Budget Changes for Research and Technology

The total combined 1997-2009 lifetime operating and capital budget of $14.0 million for Research and Technology is unchanged from the Adopted 2006 Budget lifetime budget. The total 1997-2009 lifetime capital budget of $10.2 million is $24 thousand lower than the lifetime capital budget in the Adopted 2006 Budget. The decrease represents a shift in budget from capital to operating. The total 1997-2009 lifetime operating budget of $3.8 million is $24 thousand more than the lifetime operating budget of $3.7 million from the Adopted 2006 Budget.

The Proposed budget for capital expenditures in 2007 is $1.8 million which is $401 thousand higher than last year's A 2006 Budget of $1.4 million primarily due to the Corridor Transit Technology Initiative moving into the design and build phases in 2007. The Proposed 2007 operating budget of $161 thousand is $31 thousand more than last year's level of $130 thousand.

Transit Vision Capital

Project

405 Fare Integration

Description

The purpose of the Fare Integration Program is to develop a uniform, single-ticket fare system and integrated fare policy for the region's entire public transit service network. Currently, the Puget Pass program provides a means for transit riders to use a single piece of fare media to ride all transit services in the three-county region. Puget Pass was embraced by regional transit agencies as a significant commitment to the one-ticket ride concept and was seen as an interim step toward implementation of Smart Card technology.

Smart card is a cooperative effort of 7 different agencies providing public transportation, including Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Washington State Ferries. In 2007, ST's Fare Integration Program and representatives from the other agencies will review the results of the smart card system test and identify necessary changes that need to be made. The agencies will continue with equipment installation and the development of system implementation plans in preparation for project roll-out. When complete, the program will provide for a seamless fare payment system among the 7 agencies.

Changes since 2006 budget: The $123K decrease in the lifetime budget represents a shift, from capital to operating, in Fare Integration's budget to better represent the latest resource requirements.

Summaries

Baseline (in YOE$000)	0
2006 Adopted Budget (in YOE$000)	13,427
2007 Proposed Budget (in YOE$000)	13,304

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Regional Fund	3,730	1,435	2,600	5,362	176	0	0	0	13,304
Total	3,730	1,435	2,600	5,362	176	0	0	0	13,304

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Fare Integration/Research	3,730	1,435	2,600	5,362	176	0	0	0	13,304
Total	3,730	1,435	2,600	5,362	176	0	0	0	13,304

Risk Assesment :

Status:

Estimate Type:

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2009

Transit Vision Capital

Project

410 Research & Technology

Description

This project will evaluate and implement promising transit technology that will improve effectiveness and efficiency of public transit, including Intelligent Transportation Systems (ITS) that would improve customer service, safety and security, reduce operating and maintenance costs, and
provide incentives to encourage transit use.

In 2007, working with other transit agencies, this program will continue to implement advanced ITS technologies such as real-time passenger information systems for ST express buses, Transit Signal priority treatment within ST express bus corridors, and a study to assess regional radio communications between operators. A major area of focus will be a regional real-time passenger information system for Sound Transit bus facilities and customers hand held devices.

No significant changes to the lifetime budget.

Summaries

Baseline (in YOE$000)	0
2006 Adopted Budget (in YOE$000)	10,227
2007 Proposed Budget (in YOE$000)	10,203

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Regional Fund	2,878	666	1,790	4,869	0	0	0	0	10,203
Total	2,878	666	1,790	4,869	0	0	0	0	10,203

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	6	0	0	0	0	0	0	0	6
Pre-Engineering/Env Review	14	0	0	0	0	0	0	0	14
Fare Integration/Research	2,858	666	1,790	4,869	0	0	0	0	10,183
Total	2,878	666	1,790	4,869	0	0	0	0	10,203

Risk Assesment :

Status:

Estimate Type:

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

SERVICE DELIVERY

PROGRAM SUMMARY

Sound Transit's Service Delivery program consists of the operations of the ST Express bus, Sounder commuter rail and Central and Tacoma Link light rail systems. ST Express operates 19 regional bus routes, Sounder North line offers two daily roundtrips between Everett and Seattle, Sounder South line runs four daily round trips between Tacoma and Seattle, and Tacoma Link provides service in the downtown Tacoma area.

For 2007, these operations will add over 600,000 service hours to the region's mix of transportation choices, up about 5% over 2006. The 2007 ridership target is 12.7 million total boardings and average weekday boardings of 43,000, given current estimates and analysis of near-term economic conditions. Additionally, two dozen facilities including multimodal stations, commuter and light rail stations, transit centers and park-and-ride lots provide essential regional transportation connections and high quality customer amenities. The 36-month operational start-up period of the Central Link Initial Segment will be a key element of the 2007 work program.

The Transportation Services Department manages these operations and facilities, along with service planning and development for all modes, fleet and signage, customer service and accessibility (including compliance with the Americans with Disabilities Act [ADA]), and the agency's corporate facilities. Transportation Services is also responsible for regional transit system integration and coordination activities such as the Transit Integration Group (TIG). Following are highlights of 2007 work activities and initiatives.

2007 Highlights

Systemwide

- Delivery of safe, reliable, user-friendly, and cost-effective bus and rail services to our customers.
- Coordination of Transportation Services phase of agencywide performance measurement system.
- Support for implementation of Smart Card beta testing.

Operations

Tacoma Link

- Conduct maintenance and upgrades to light rail vehicles including seat re-upholstering and improved air conditioning.

ST Express Bus

- Begin expansion of I-5 South service between downtown Seattle and Pierce County in preparation of opening of Lakewood Station in 2008.
- Completion of engine transmission replacement work on the 1999 articulated bus fleet to reduce maintenance costs.

Sounder Commuter Rail

- South Line: Sounder will add two commuter trains between Seattle and Tacoma in September 2007. The addition includes, for the first time, a reverse commute with a morning train heading south from Seattle's King Street Station and returning in the afternoon from the Tacoma Dome Station.
- North Line: With completion of the Mukilteo Station capital project, Sounder will begin serving Mukilteo and Washington State Ferry customers from Whidbey Island.
- Sounder will continue to offer event service to Mariner baseball and Seahawk football games. Additional capacity will be added to meet the demand for this popular service.

Central Link

- First light rail vehicle will arrive and be tested; test track sections south of the Downtown Seattle Transit tunnel will be completed.
- Construction of the Operations and Maintenance (O&M) facility will be completed. Staffing and equipping will begin.
- 2007 marks the first full year of the Central Link 36-month operational start-up period.

Customer Service and Accessibility

- Conduct annual Customer Service Satisfaction survey.
- Coordinate with transit partners on regional customer services including comment response, rider information and trip planning.

Facilities, Signage and Fleet

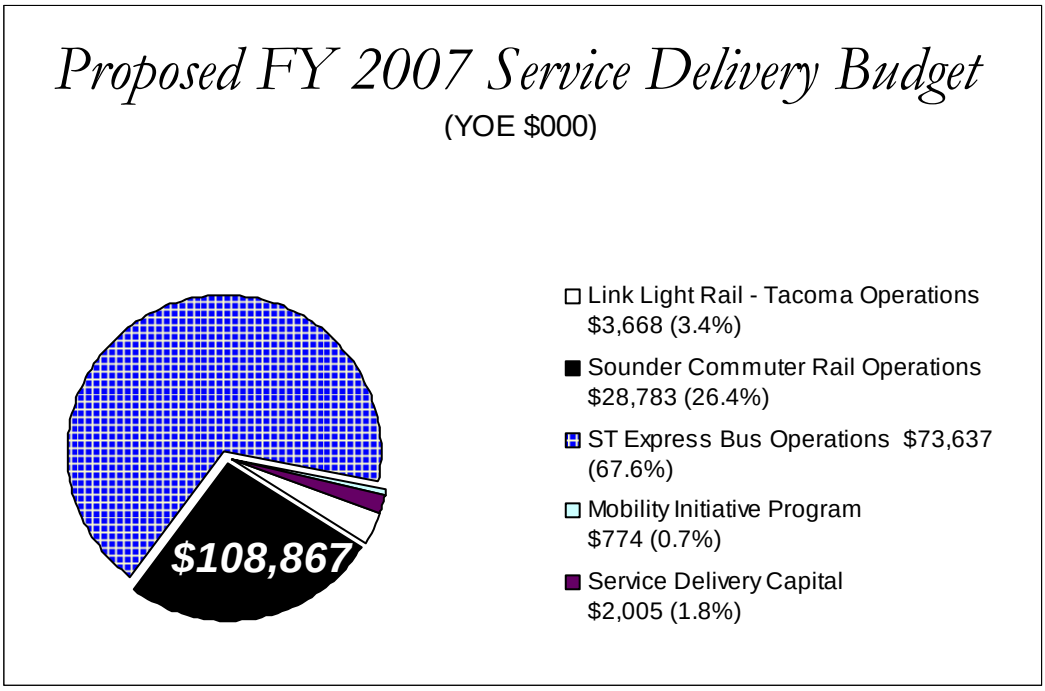
- New facilities coming on line for 2007 include 2 freeway stations, 1 transit center, 1 new Sounder station, the expansion of 1 Sounder station and the addition of 3 Central link stations, bringing the total number of facilities managed and operated to 28.
- Implementation of cost savings measures identified from using standards from the Building Owners and Managers Association as well as the International Facilities Management Association.
- Implementation of the facilities management program to help control maintenance costs and frequency of planned and preventative service at our sites.

Service Planning and Development

- Implementation of efficiencies to improve system productivity and optimize use of resources.
- Coordination with the Office of Policy and Planning to identify potential ST2 projects and services.
- Development and approval of annual Service Implementation Plan.
- Coordinate service planning, training and outreach in concert with King County Metro to facilitate the re-opening of the downtown Seattle Transit Tunnel.

2007 Budget Overview

The Transportation Services Proposed 2007 Budget is $108.9 million, consisting of $2.0 million for capital expenditures and $106.9 million for transit operations. The Proposed 2007 rolling six-year forecast (2007-2012) for the Transportation Services program is $1,019.8 million, consisting of $113.6 million for capital expenditures and $906.2 million for operations.


Proposed FY 2007 Service Delivery Budget
(YOE $000)
$108,867
Link Light Rail - Tacoma Operations $3,668 (3.4%)
Sounder Commuter Rail Operations $28,783 (26.4%)
ST Express Bus Operations $73,637 (67.6%)
Mobility Initiative Program $774 (0.7%)
Service Delivery Capital $2,005 (1.8%)

Note: These figures include contingency, but not depreciation.

Service Delivery Budget Summary

2007 Budget Summary

(in YOE $000s)

Budget	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2007-2012)
Operating Budget			
Link Light Rail	$ 6,452	$ 140,799	$ 221,548
Sounder Commuter Rail	50,765	301,692	333,364
ST Express Bus	87,865	821,913	588,263
Subtotal	**$ 145,082**	**$ 1,264,403**	**$ 1,143,175**
Mobility Initiative Program	774	4,919	4,915
Subtotal	**$ 145,857**	**$ 1,269,322**	**$ 1,148,090**
Capital Budget	**$ 2,005**	**$ 138,238**	**$ 113,637**
Total Budget	***$ 147,861***	***$ 1,407,560***	***$ 1,261,727***

* These figures include contingency and depreciation & amortization costs.

* The 6-year rolling forecast excludes expenditures from 1997-2006.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Service Delivery Budget Summary

2007 Budget Summary by Subarea

(in YOE $000s)

Subarea	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2007-2012)
Operating Budget			
Snohomish County	$ 16,574	$ 158,280	$ 120,466
North King County	-	68,127	99,885
South King County	20,927	216,215	193,594
East King County	37,809	367,985	259,348
Pierce County	31,552	318,715	232,891
Subtotal	**$ 106,862**	**$ 1,129,322**	**$ 906,184**
Capital Budget			
Snohomish County	$ 387	$ 22,196	$ 26,557
South King County	716	13,133	13,801
East King County	100	50,769	35,521
Pierce County	802	52,140	37,758
Subtotal	**$ 2,005**	**$ 138,238**	**$ 113,637**
Total Budget	***$ 108,867***	***$ 1,267,560***	***$ 1,019,821***

* These figures include contingency but do not include depreciation costs.

* The 6-year rolling forecast excludes expenditures from 1997-2006.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Agency Transit Operations Budget Summary

	2005 Actuals	*Adopted 2006 Budget*	*2006 Estimated Actuals*	*Proposed 2007 Budget*
SALARIES AND BENEFITS[1]	**1,669,829**	**1,790,594**	**1,915,000**	**2,097,120**
SERVICES				
Marketing[2]	357,953	635,563	585,000	551,065
Maintenance of vehicles and system[3]	7,561,255	8,193,671	7,275,000	7,831,608
Maintenance of stations[4]	1,647,974	3,443,288	2,650,000	2,842,753
Downtown Seattle Transit Tunnel[5]	0	0	0	1,250,000
Transit Planning & Financial Services	256,095	20,410	20,000	20,000
Security and safety	1,683,129	2,368,210	2,375,000	2,911,199
Interlocal agreements	62,096	75,000	125,000	50,000
Management Services - TVMs	580,621	677,608	600,000	728,117
Maintenance of Way[6]	0	0	0	280,000
Miscellaneous Services	308,610	220,323	225,000	293,870
Mobility Initiative Program Services	481,723	741,993	269,500	444,350
Subtotal, Services	**12,939,456**	**16,376,067**	**14,124,500**	**17,202,961**
MATERIALS & SUPPLIES[7]	1,929,396	2,147,848	2,944,413	3,026,959
UTILITIES	460,444	460,700	470,000	584,354
INSURANCE[8]	1,749,928	2,235,200	2,025,000	2,381,851
TAXES[9]	325,723	293,089	301,000	334,841
PURCHASED TRANSPORTATION SERVICES[10]	55,349,514	63,845,359	63,508,000	67,767,316
MISCELLANEOUS EXPENSES[11]	644,239	635,708	599,000	575,347
LEASES & RENTALS	160,687	214,222	277,000	370,906
Subtotal, Gross Transit Operations	***75,229,216***	**87,998,786**	**86,163,913**	**94,341,655**
Transfer of agency admin.[12]	5,873,915	6,154,966	6,135,000	7,471,689
Fully Allocated Transit Operations	**81,103,131**	**94,153,752**	**92,298,913**	**101,813,344**
Contingency	-	3,445,986	-	5,048,909
Subtotal, Fully Allocated Transit Operations and Contingency	***81,103,131***	**97,599,738**	***92,298,913***	***106,862,253***
Depreciation and amortization	32,629,135	31,226,572	36,550,000	38,994,347
TOTAL TRANSIT OPERATIONS	**113,732,266**	**128,826,310**	**128,848,913**	**145,856,600**
OPERATIONS FTEs	**21.0**	**24.0**	**24.0**	**24.0**

Notes

[1] Includes salaries and benefits for ST transit operations staff (Tacoma Link - 17 FTE, ST Express - 2 FTE, Sounder - 3 FTE, MIP - 2 FTE).

[2] Projected costs for marketing services, including market research, Get Ready to Ride Guide.

[3] Includes all services related to maintenance of ST Express buses not covered by the purchased transportation agreements with Pierce Transit, Community Transit, and King County Metro, Sounder vehicle maintenance under contract with Amtrak, and Tacoma Link maintenance of light rail vehicles.

[4] Includes operations and maintenance of all ST owned transit facilities.

[5] Includes payments due from ST to King County Metro per the intergovernmental agreement governing operations in the Downtown Seattle Transit Tunnel.

[6] Includes the maintenance of railroad right of way owned by Sound Transit.

[7] Includes costs of fuel for Sounder Commuter Rail. Fuel for ST Express is included in purchased transportation below.

[8] Includes the insurance coverage for railroad liability and railroad vehicles. Insurance on ST Express is included in purchased transportation below.

[9] Includes cost of state excise taxes on revenues for Sounder and ST Express.

[10] Includes service agreements with BNSF for Sounder Commuter Rail and with King County Metro, Pierce Transit and Community Transit for the provision of ST service.

[11] Includes the costs of advertising media buys for agency marketing campaigns.

[12] Includes agency administrative costs in support of transit operations.

Link Light Rail

Service Description

Tacoma Link provides a 1.6-mile light rail passenger system through the heart of its downtown. From the Tacoma Dome Station on South 25th Street to the Theater District on Commerce Street, five unique stations with artwork to reflect the history and community of Tacoma greet Link passengers. Two trains operate Monday through Friday, every ten minutes from 5:20 a.m. to 8:00 p.m., and Saturday from 8:00 a.m. to 10:00 p.m. Reduced service is offered on Sunday. A third train is available as a spare when maintenance is required. All vehicles, services and facilities are ADA compliant.

Since Tacoma Link began in August 2003, the average ridership has exceeded the projection of 2,000 passengers per weekday in 2010. Ridership now averages more than 2,900 per weekday. In 2007, 9,878 service hours will be delivered, the same amount as in 2006. The 2007 target for ridership is about 900,000 total boardings and 2,775 per weekday. Additional service and performance data is provided in Appendix C.

In November, 2003, Sound Transit broke ground on the initial segment of Link light rail. This 14-mile segment begins at Westlake Station in the Downtown Seattle Transit Tunnel and ends at the Tukwila/International Boulevard Station, next to SR-518 and just north of Sea-Tac Airport. In addition to downtown Seattle and Tukwila, the initial segment serves Seattle's SODO industrial area, Beacon Hill and the Rainier Valley.

Modern, air-conditioned light rail trains are scheduled to begin running on the initial segment in 2009, providing a 30-minute ride between Tukwila and downtown Seattle. Trains will leave every seven-and-a-half minutes during rush hour, and every 10-15 minutes during midday and evening hours. By 2020, the Link initial segment will carry more than 42,500 riders each day.

In December 2004, Sound Transit and the Port of Seattle reached an agreement to extend Link light rail to Sea-Tac Airport. Service to the airport is scheduled to begin by December 2009. In the months between the opening of the initial segment and the opening of the airport extension, a shuttle bus will meet each train and take passengers directly to the airport terminal, just minutes away.

By 2020, the Link initial segment will carry more than 42,500 riders each day.

Operations Overview

Sound Transit operates Tacoma Link light rail out of the central Operations and Maintenance (O&M) facility in Tacoma. Staffing consists of 16 full-time employees, including one manager, seven light rail vehicle operators, three system technicians, four operations supervisors, and one support staff. In addition, there are two part-time operators. The fleet consists of three single-car trains. Staff performs routine maintenance work eleven hours per day, seven days per week out of the maintenance workshops located at the Tacoma facility. Maintenance work for traction power, track work, signals, landscaping, and janitorial work is contracted out.

The Proposed 2007 rolling six-year forecast budget for the Link light rail program is $171.5 million. The proposed operating expenditures for 2007 are $3.7 million.

Link Light Rail Budget
Operating & Maintenance Budget by Subarea
(in YOE $000s)

Subarea	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2007-2012)
North King County	$ -	$ 68,127	$ 99,885
South King County	$ -	$ 32,207	$ 47,221
Pierce County	$ 3,668	$ 30,465	24,442
Total	***$ 3,668***	***$ 130,799***	***$ 171,548***

* These figures include contingency but do not include depreciation and amortization costs.

* The 6-year rolling forecast excludes expenditures from 1997-2006.

* Link Light Rail includes Tacoma Link and Central Link operations only. Capital costs are included in the Project Delivery Section.

Changes in the 2007 Budget—Link Light Rail

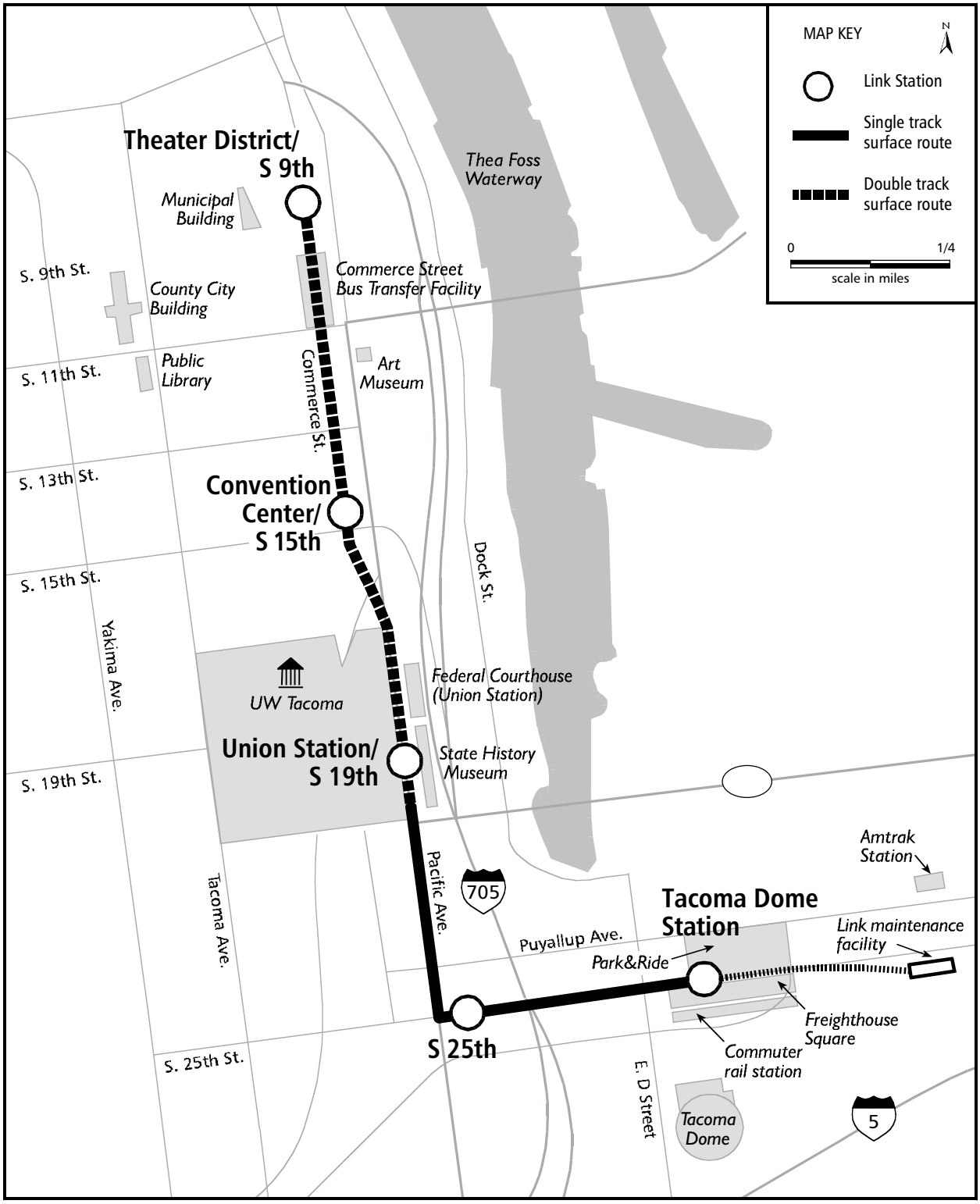
There are no significant changes to the Proposed 2007 Budget for Tacoma Link light rail from 2006. The total transit operations budget increases from $3.5 million in 2006 to $3.7 million in 2007 (excluding depreciation). Costs before agency allocations are actually budgeted to decrease from the 2006 Budget as we continue to apply the experience from directly operating this service and utilize cost containment measures to the greatest extent possible. At the same time, as the vehicles continue to age, maintenance costs are likely to increase, and materials and supplies increases reflect the purchase of additional parts to keep the vehicles in operation.

Central Link Startup

The 2007 Budget marks the second year that cost projections for Central Link light rail are included in the five year cost projections, as operations are slated to begin on July 1, 2009. The costs that are included here are planning estimates only. Sound Transit and King County Metro, which will directly operate the Central Link light rail project, are continuing to refine the costs estimates for annual operations.

Cost estimates for Link operations are split between the North King and South King County subareas on the basis of the number of revenue vehicle miles operated in each subarea. These estimates will continue to be refined prior to the commencement of passenger service in 2009.

TACOMA LINK


MAP KEY
N
Link Station
Single track surface route
Double track surface route
0
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scale in miles
Theater District/ S 9th
Municipal Building
Thea Foss Waterway
S. 9th St.
County City Building
Commerce Street Bus Transfer Facility
S. 11th St.
Public Library
Commerce St.
Art Museum
S. 13th St.
Convention Center/ S 15th
S. 15th St.
Dock St.
Yakima Ave.
UW Tacoma
Federal Courthouse (Union Station)
Union Station/ S 19th
State History Museum
S. 19th St.
Amtrak Station
Pacific Ave.
705
Tacoma Dome Station
Tacoma Ave.
Puyallup Ave.
Park&Ride
Link maintenance facility
Freighthouse Square
Commuter rail station
S 25th
S. 25th St.
E. D Street
Tacoma Dome
5

Tacoma Link Light Rail Transit Operations Budget

	2005 Actuals	Adopted 2006 Budget	2006 Estimated Actuals	2007 Proposed Budget
SALARIES AND BENEFITS[1]	**1,249,913**	**1,299,938**	**1,275,000**	**1,409,778**
SERVICES				
Maintenance of Stations and Facilities[2]	257,841	718,672	450,000	413,712
Maintenance of Vehicles[3]	29,451	75,205	75,000	70,000
Security Services	188,176	262,248	275,000	312,533
Third Party Agreements[4]	219	25,000	-	-
Marketing	25,834	68,000	60,000	48,572
Miscellaneous Services	12,597	32,893	45,000	31,500
Subtotal, Services	**514,118**	**1,182,018**	**905,000**	**876,317**
MATERIALS & SUPPLIES[5]	108,468	140,071	140,000	184,200
UTILITIES	107,040	109,934	115,000	119,929
INSURANCE	362,371	307,826	275,000	411,085
TAXES	469	-	1,000	1,000
PURCHASED TRANSPORTATION SERVICES	-	-	8,000	10,000
MISCELLANEOUS EXPENSES[6]	26,505	73,300	70,000	15,800
LEASES AND RENTALS	98	4,000	2,000	4,000
Subtotal, Gross Transit Operations	**2,368,982**	**3,117,086**	**2,791,000**	**3,032,109**
Transfer of agency admin.	439,262	208,753	475,000	529,000
Fully Allocated Transit Operations	**2,808,244**	**3,325,839**	**3,266,000**	**3,561,109**
Contingency	-	157,126	-	106,833
Subtotal, Fully Allocated Transit Operations and Contingency	**2,808,244**	**3,482,965**	**3,266,000**	**3,667,942**
Depreciation and amortization	2,975,249	2,664,175	2,800,000	2,784,268
TOTAL TRANSIT OPERATIONS	**5,783,493**	**6,147,141**	**6,066,000**	**6,452,210**
OPERATIONS FTEs	**16.0**	**17.0**	**17.0**	**17.0**

Notes

1. Includes Tacoma Link Operations Manager, 4 Supervisors, 7 Operators, 3 Vehicle Technicians and 1 Project Assistant. 2 Part-time positions added in 2006.
2. Includes maintenance of Operations and Maintenance Facility and Tacoma Link Stations, Way, Power and Signals
3. Includes maintenance for vehicles.
4. Includes paratransit.
5. Spare parts and consumables, including office supplies, copies, phones, radios, and tools.
6. Includes staff expenses, advertising and promotion media.

Sounder Commuter Rail

Service Description

Begun in September 2000, Sounder is the first commuter rail service to operate in the Puget Sound region in over 60 years. In 2006, Sounder celebrated its five millionth rider. Service began in the south with a commuter route from Tacoma to Seattle and expanded to another route from the north – Everett to Seattle – three years later. Sounder South line now runs four round trips daily and will add two additional trains in September 2007. This will include the first ever reverse commute, heading south from the King Street Station in the morning and returning in the afternoon from the Tacoma Dome Station. Sounder North line added a second round trip run in June 2005. Sounder North line will also add two more commuter trains in 2007. There are nine Sounder commuter rail stations. Like Tacoma Link, all are unique and feature artwork reflective of the area. All have bus transportation connections located directly at the station.

Service runs Monday through Friday, except major holidays. Travel times between Tacoma and Seattle and between Everett and Seattle are both roughly 60 minutes. Event service for Mariners and Seahawks games as well as major concerts at the Tacoma Dome is also provided. Bus service schedules are typically synchronized to the train schedule. Access to Sounder commuter rail for people who use wheelchairs or other mobility aids is provided to one car per train by the use of a mini-high platform and bridge plate. All service, vehicles and facilities are ADA compliant.

South line ridership now averages more than 5,500 boardings per day; North line ridership averages more than 600 boardings per day. In 2007, more than 17,000 service hours will be delivered, up 4% over 2006. The 2007 target for ridership is 1.7 million boardings. Additional service and performance measure data is provided in Appendix C.

Operations Overview

Train operation is contracted to Burlington Northern Santa Fe Railway (BNSF) and fleet maintenance is contracted to Amtrak. Sound Transit oversees and manages these contracts. Sound Transit also manages contracts for Sounder's insurance, safety and security and station maintenance. BNSF provides train crews, including conductors and engineers, dispatching and track maintenance. The service is managed by the Transportation Services Department and BNSF supervisors who are co-located at Sound Transit offices. Staffing consists of 14 full-time BNSF staff for Sounder including six conductors, six engineers, one superintendent, and one operations manager. Sound Transit staff consists of the program manager, one operation and maintenance project manager, and one support staff.

Sounder operates on BNSF right-of-way and shares the 75 miles of track between Tacoma and Everett with BNSF freight trains and Amtrak passenger trains. The fleet consists of 11 locomotives, 18 cab cars and 40 coaches. Amtrak is responsible for heavy maintenance, light maintenance, and all cleaning. Surplus fleet due to service implementation delays are leased to other operators and provide revenue to the agency.

Proposed Budget—Sounder Commuter Rail

The Proposed 2007 rolling six-year forecast for the Sounder commuter rail program is $212.6 million. The proposed operating expenditures budget for 2007 is $28.8 million.

Sounder Commuter Rail Budget
Operating & Maintenance Budget by Subarea
(in YOE $000s)

Subarea	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2007-2012)
Snohomish County	$ 7,152	$ 55,313	52,617
South King County	11,945	98,100	85,716
Pierce County	9,685	83,280	74,297
Total	***$ 28,783***	***$ 236,692***	***$ 212,630***

* These figures include contingency but do not include depreciation and amortization costs.

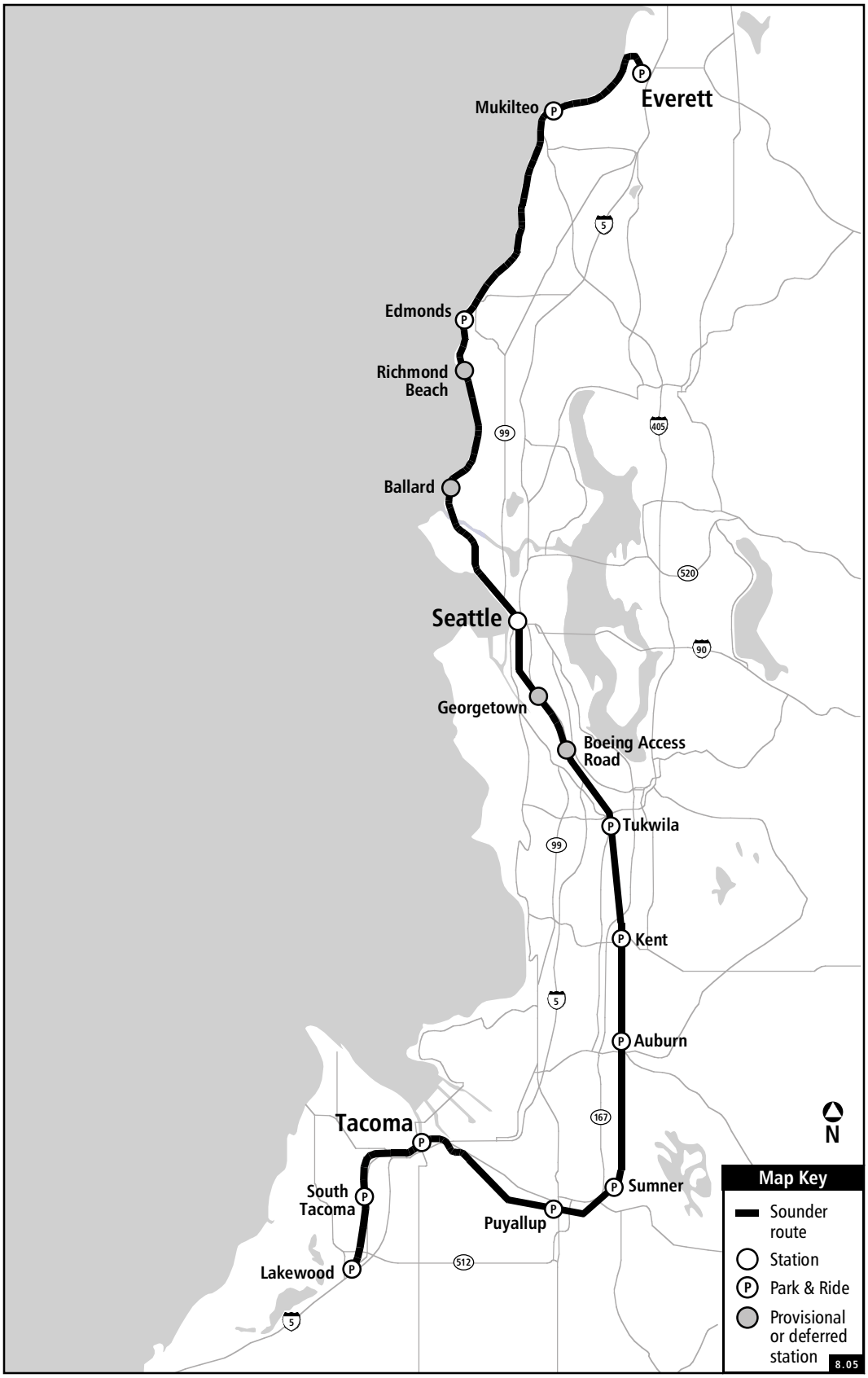
* The 6-year rolling forecast excludes expenditures from 1997-2006.

Changes in the 2007 Sounder Commuter Rail Budget

The changes from the Adopted 2006 Budget to the Proposed 2007 Budget are related to the addition of a fifth and sixth train in the Seattle to Tacoma corridor.

As more train sets are put into operation the base rate for maintenance of the vehicles is expanded as well. However, other costs such as marketing and ticket vending machines are not directly impacted by the increase in service, partly balancing the increases in unit costs for delivering the expanded service. The total transit operations budget increases from $27.6 million in 2006 to $28.8 million in 2007.

SOUNDER COMMUTER RAIL



Sounder Commuter Rail Transit Operations Budget

	2005 Actuals	*2006 Adopted Budget*	*2006 Estimated Actuals*	*2007 Proposed budget*
SALARIES AND BENEFITS[1]	**187,784**	**304,766**	**300,000**	**317,261**
SERVICES				
Management Services - TVMs[2]	580,621	677,608	600,000	728,117
Marketing[3]	174,925	226,823	225,000	219,473
Maintenance of vehicles[4]	7,191,816	7,868,466	7,000,000	7,611,608
Maintenance of stations[5]	709,861	1,439,277	1,200,000	1,156,990
Security and safety[6]	1,492,247	1,797,394	1,700,000	2,037,533
Maintenance of Way	-	-	-	280,000
Miscellaneous services[7]	247,573	101,430	100,000	181,370
Subtotal, Services	**10,397,043**	**12,110,998**	**10,825,000**	**12,215,090**
MATERIALS & SUPPLIES[8]	1,612,473	1,820,148	2,000,000	2,418,034
UTILITIES	281,405	272,694	275,000	315,584
INSURANCE[9]	1,365,921	1,903,611	1,700,000	1,899,337
TAXES[10]	59,808	61,447	60,000	71,606
PURCHASED TRANSPORTATION SERVICES[11]	4,953,001	7,706,275	7,000,000	7,296,104
MISCELLANEOUS EXPENSES[12]	275,413	231,792	225,000	233,843
LEASES & RENTALS	67,919	145,776	175,000	240,590
Subtotal, Gross Transit Operations	**19,200,767**	**24,557,507**	**22,560,000**	**25,007,449**
Transfer of agency admin.	1,850,258	1,739,295	1,900,000	2,405,689
Fully Allocated Transit Operations	**21,051,025**	**26,296,802**	**24,460,000**	**27,413,138**
Contingency		1,309,375	-	1,369,568
Subtotal, Fully Allocated Transit Operations and Contingency	**21,051,025**	***27,606,177***	***24,460,000***	***28,782,706***
Depreciation and amortization	16,790,266	14,680,633	20,000,000	21,982,564
TOTAL TRANSIT OPERATIONS	**37,841,291**	**42,286,810**	**44,460,000**	**50,765,270**
OPERATIONS FTEs	**3.0**	**3.0**	**3.0**	**3.0**

Notes

1 Includes salaries and benefits for Sounder commuter rail operations staff.

2 Includes maintenance and cash collection services for ticket vending machines, located at Sounder stations.

3 Marketing and advertising funds budgeted here will promote Sounder's name and unique services and benefits for both commuter and event service; includes customer assistance.

4 An agreement with Amtrak for fleet maintenance was approved by the Board in Resolution No. R99-10.

5 Includes seven stations in the Seattle-Tacoma segment, as well as Everett and Edmonds Station in the Everett-Seattle segment. An additional station at Mukilteo will come on line in the middle of 2007.

6 The security plan includes an agreement for private security and commissioned officers.

7 This includes vehicle consulting services and King County Metro customer service costs and emergency bus service.

8 Includes diesel fuel, lubricating oil and sand for the locomotives.

9 Includes insurance on rolling stock plus railroad liability/protective insurance, coverage of which increases as service is expanded.

ST Express Bus

Service Description

The ST Express bus system operates fast, frequent, two-way service connecting the major urban centers of Snohomish, King and Pierce counties. There are a total of 19 ST Express bus routes which provide links to local transit networks, other ST Express buses, commuter rail, light rail, ferries, Amtrak, and the Seattle-Tacoma International Airport. With the startup of new Route 577 between Federal Way and Seattle in February 2006, all of the express bus routes planned in *Sound Move* have been implemented.

Additionally, service includes the many facilities and customer amenities provided by Sound Transit such as transit centers, park-and-ride lots, and multi-modal stations. With completion of capital projects such as HOV lanes, new freeway stations and park-and ride facilities, most routes will operate 7 days per week, 18 hours per day and achieve the service levels outlined in *Sound Move*. All service, vehicles, and facilities are ADA compliant.

Approximately 593,000 service hours will be delivered in 2007, up 2% over 2006. Ridership now averages 33,000 boardings daily. The target for 2007 total ridership is 10.1 million boardings and more than 34,000 per day. Additional service and performance data is provided in Appendix C.

Operations Overview

As called for in *Sound Move*, operation of ST Express bus service is contracted to the local transit agencies of Community Transit, King County Metro Transit, and Pierce Transit. Community Transit operates four routes, which CT contracts to private operator First Transit. King County Metro operates eight routes and Pierce Transit operates seven routes. In 2006, King County Metro operated 50% of ST Express bus service, Pierce Transit operated 31% and Community Transit operated 19%. There are two full-time ST Express Division employees on staff: the division project manager and one support staff. The current fleet totals 228 buses, 40% of which are emission-friendly compressed natural gas or hybrid diesel-electric buses.

The Sound Transit ST Express bus division oversees and manages the service contracts. The key functions are the oversight of the daily operations of Sound Transit bus routes and routine vehicle maintenance to keep the fleet in top operating condition. Overall, the scope of services includes operations, vehicle maintenance, security on buses, emergency service response, customer services, some route planning and scheduling, facilities maintenance for operating bases, and labor negotiations. The current service agreements are for a five-year term ending in 2009.

Service costs are reviewed, negotiated, and reconciled on an annual basis as defined in the service agreements. This process requires the transit partners to submit a three-year baseline cost estimate for Sound Transit's review and approval, usually in late October. By December, the cost for the upcoming year is negotiated and agreed to by the parties and cost estimates for subsequent years are updated.

Proposed Budget—ST Express Bus Program

The 2007 Budget includes purchased transportation costs to operate ST Express bus service, marketing, maintenance of the vehicles and facilities, signage and accessibility investments, and a continuation of the Spot Improvement program, which partners with other jurisdictions to make targeted improvements to transit facilities in the region. The proposed ST Express bus rolling six-year forecast calls for total operating expenditures of $517.1 million. The Proposed 2007 Budget is $73.6 million (excluding depreciation and amortization).

ST Express Bus Budget

Operating & Maintenance Budget by Subarea

(in YOE $000s)

Subarea	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2006-2011)
Snohomish County	$ 9,275	$ 102,015	$ 66,896
South King County	8,839	84,981	59,729
East King County	37,588	366,557	257,919
Pierce County	17,935	203,359	132,547
Total	***$ 73,637***	***$ 756,913***	***$ 517,091***

* These figures include contingency but do not include depreciation and amortization costs.

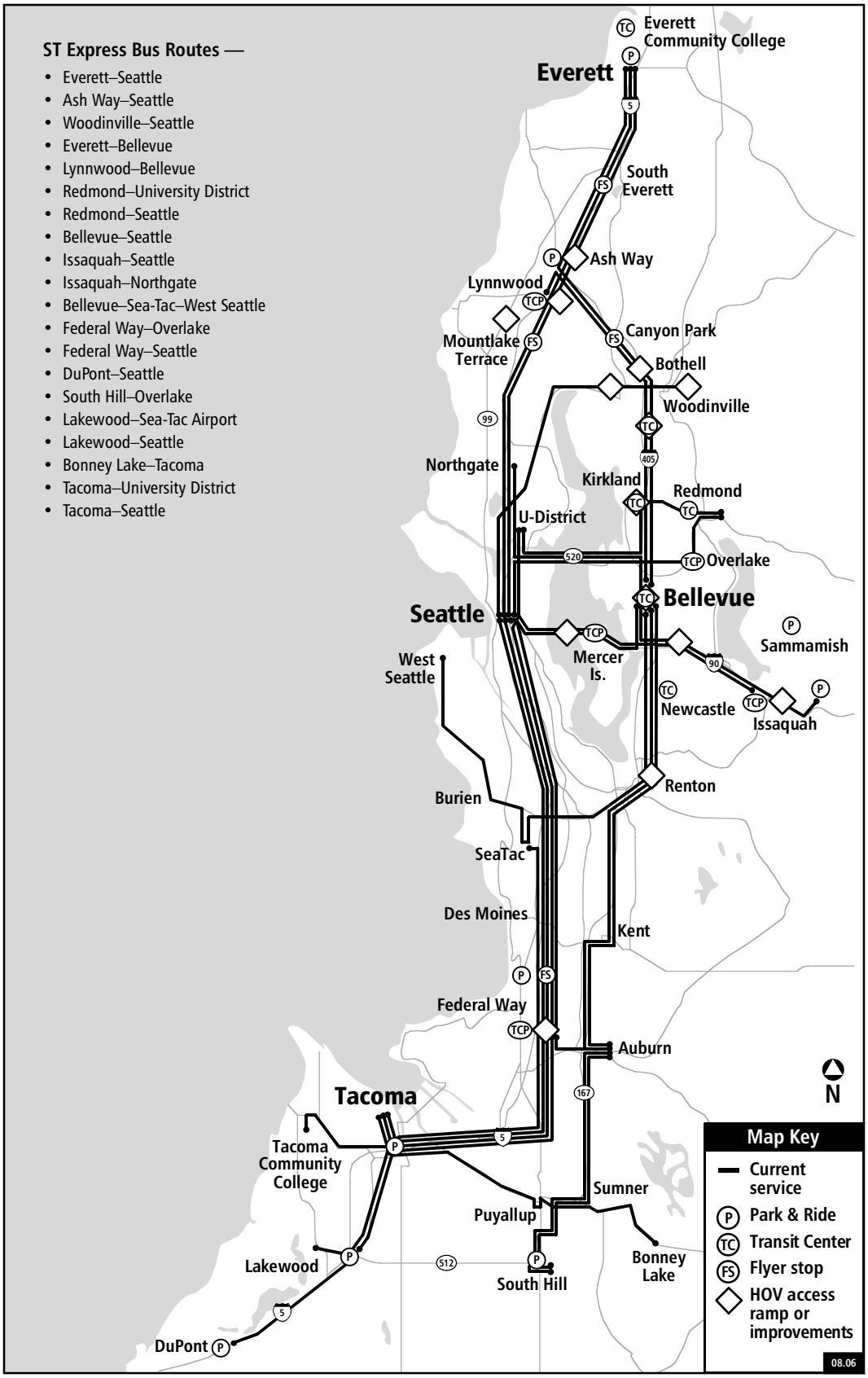
* The 6-year rolling forecast excludes expenditures from 1997-2006.

Changes in the 2007 Budget—ST Express Bus

The budget for fully-allocated transit operations, including the allocated administrative costs and contingency, increased from $65.7 million in the 2006 Budget to $73.6 million in the Proposed 2007 Budget, an increase of $7.9 million. Purchased transportation, which is the largest single element of the ST Express bus budget, is budgeted to increase by a total of $4.4 million. This is due in part to increases in service, but also due to higher wages and benefit rates and soaring fuel costs.

Increases are projected in security, driven mainly by the increasing scope of ST facilities, and in maintenance of the vehicles caused by an engine remanufacturing project which will improve the efficiency and reliability of the ST Express fleet. Also, in 2007, the Downtown Seattle Transit Tunnel will reopen, and by agreement with King County Metro, the operator of the tunnel, ST Express will assume a share of the tunnel costs in proportion to the amount of service it runs through the tunnel.

ST EXPRESS BUS



ST Express Bus Transit Operations Budget

	2005 Actual	*2006 Adopted Budget*	*2006 Estimated Actuals*	*2007 Proposed Budget*
SALARIES AND BENEFITS[1]	**232,132**	**185,890**	**170,000**	**193,511**
SERVICES				
Marketing sevices[2]	157,194	340,740	300,000	283,020
Maintenance of vehicles[3]	339,988	250,000	200,000	150,000
Maintenance of stations[4]	680,272	1,285,339	1,000,000	1,272,051
Transit Planning & Financial Services[5]	256,095	20,410	20,000	20,000
Security and safety[6]	2,706	308,568	400,000	561,133
Downtown Seattle Transit tunnel	-	-	-	1,250,000
Interlocal agreements[7]	61,877	50,000	125,000	50,000
Miscellaneous services[8]	48,440	86,000	80,000	81,000
Mobility Initiative Program Services	481,723		-	-
Subtotal, Services	***2,028,295***	***2,341,057***	***2,125,000***	***3,667,204***
MATERIALS & SUPPLIES[9]	208,455	183,216	800,000	422,125
UTILITIES	71,999	78,072	80,000	148,841
INSURANCE	21,636	23,763	50,000	71,429
TAXES[10]	265,446	231,642	240,000	262,235
PURCHASED TRANSPORTATION SERVICES[11]	50,396,513	56,139,084	56,500,000	60,461,212
MISCELLANEOUS EXPENSES[12]	342,321	316,986	300,000	312,074
LEASES & RENTALS	92,670	64,446	100,000	126,316
Subtotal Gross Transit Operations	***53,659,467***	***59,564,157***	***60,365,000***	***65,664,948***
Transfer of agency admin.	3,584,395	4,206,918	3,700,000	4,466,000
Fully Allocated Transit Operations	**57,243,862**	**63,771,075**	**64,065,000**	**70,130,948**
Contingency	-	1,941,483	-	3,506,547
Subtotal Fully Allocated Transit Operations and Contingency	***57,243,862***	***65,712,558***	***64,065,000***	***73,637,495***
Depreciation and amortization	12,244,820	13,881,764	13,750,000	14,227,515
TOTAL TRANSIT OPERATIONS	***69,488,682***	***79,594,322***	***77,815,000***	***87,865,010***
OPERATIONS FTEs	**2.0**	**2.0**	**2.0**	**2.0**

Notes

[1] Includes salaries and benefits for ST Express bus

[2] Projected costs for marketing services, including market research, Get Ready to Ride Guide.

[3] Includes powertrain retrofits.

[4] Includes Signage Maintenance and Spot Improvements.

[5] Comprehensive Operations Analysis in 2005.

[6] Includes the ST Express share of the Tacoma Dome Station agreement, security at Federal Way TC and other ST facilities.

[7] Includes costs not covered by service agreements (outreach support, surveys, and technical assistance).

[8] includes temp services, agreement auditing.

[9] Spare parts for support of ST Express fleet.

MOBILITY INITIATIVE PROGRAM

Program Description

In 1999 it was determined that Sound Transit did not have a complementary paratransit responsibility under the Americans with Disabilities Act (ADA) for ST Express bus or Sounder commuter rail service. However, a main tenet for Sound Transit is to improve mobility for all people in the Central Puget Sound region. To meet this objective the Mobility Initiative Program (MIP) was created by the Sound Transit board with the adoption of the 2001 Service Implementation Plan.

The MIP contains programs in five general areas:

- *Communications and Information:* The development, production, and distribution of a Regional Accessibility Transportation Guide and public information in Braille and other alternate forms of transit information.
- *Accessibility Training:* To provide experiential sensitivity training to Sound Transit staff, contractors, and partner agencies and travel training for seniors and people with disabilities.
- *Facility and Equipment Improvements:* To ensure Sound Transit services and facilities are compliant with ADA Accessibility Design Guidelines and state and local guidelines. Also to fund and manage improvements at existing facilities.
- *Accessibility Research:* To fund research and demonstration projects in ways to make Sound Transit services and facilities more accessible.
- *Special Needs Transportation:* To fund and develop a Regional Special Needs Transportation Coordination Plan (FindARide.org) and funding special needs transportation coalitions in Pierce, King and Snohomish counties.

Proposed Budget—Mobility Initiative Program

Mobility Initiative Program
Operating & Maintenance Budget by Subarea
(in YOE $000s)

Subarea	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2007-2012)
Snohomish County	$ 147	$ 952	$ 953
South King County	143	927	928
East King County	221	1,428	1,429
Pierce County	263	1,612	1,605
Total	***$ 774***	***$ 4,919***	***$ 4,915***

* These figures include contingency but do not include depreciation and amortization costs.

* The 6-year rolling forecast excludes expenditures from 1997-2006.

Note: Prior to 2006, MIP costs were included in the ST Express budget.

Changes in the 2007 Budget—Mobility Initiative Program

The biggest change in the components of the MIP budget is the inclusion of the direct charges for the salaries and benefits related to the two FTEs who manage the program, as well as allocated administrative overhead, reflecting the level of agency efforts in support of the MIP.

August 2006 Update: In late August, Sound Transit announced that the Mobility Initiative Program was the recipient of a $1.9 million federal grant to fund a “Talking Signs” wayfinding project to further enhance accessibility to ST service throughout the region. The implementation of this project will be included in the adopted 2007 Budget, and may require a 2006 budget amendment prior to the adoption of the 2007 Budget.

Mobility Initiative Program Operations Budget

	2005 Actual	*2006 Adopted Budget*	*2006 Estimated Acutals*	*2007 Proposed Budget*
SALARIES AND BENEFITS	**125,676**	**-**	**155,000**	**176,569**
SERVICES				
Comm/Info Program[1]	21,583	24,300	8,000	25,000
Accessibility Training[2]	39,174	40,000	5,000	2,850
Facility/Equipment Improvement[3]	21,729	125,000	2,000	-
Assessibility Service Research [4]	37,500	25,000	25,000	25,000
Consulting Services[5]	3,656	70,000	10,000	50,000
Other Services [6]	352,644	457,193	219,000	340,000
Printing/Binding	716	500	500	1,500
Subtotal, Services	***477,002***	***741,993***	***269,500***	***444,350***
MATERIALS & SUPPLIES[7]	692	4,413	4,413	2,600
MISCELLANEOUS EXPENSES[8]	15,430	13,630	4,000	13,630
Subtotal Gross Transit Operations	***618,800***	***760,036***	***432,913***	***637,149***
Transfer of agency admin.	-	-	50,000	71,000
Fully Allocated Transit Operations	**618,800**	**760,036**	**482,913**	**708,149**
Contingency	-	38,002	-	65,960
Subtotal Fully Allocated Transit Operations and Contingency	***618,800***	***798,038***	***482,913***	***774,109***
Depreciation and amortization	-	-		-
TOTAL TRANSIT OPERATIONS	***618,800***	***798,038***	***482,913***	***774,109***
OPERATIONS FTEs	**2.0**	**2.0**	**2.0**	**2.0**

[1] The development, production, and distribution of a Regional Accessibility Transportation Guide and public information in Braille and other alternate forms of transportation

[2] Experiential Sensitivity training to Sound transit staff, contractors and partner agencies and providing travel training for seniors and people with

[3] Review Sound transit services and facilities for compliance with ADA Accessibility Design Guidelines and state and local guidelines and funding and managing improvements at existing facilities.

[4] Funding for consultant research efforts which are out-side scope of ADA on-call contracts.

[5] ADA on-call contact

[6] Funding for projects under the Regional Special Needs Transportation Coordination Plan and FindARide.org and providing funding for special needs transportation coalitions in Pierce, King and Snohomish counties.

[7] Including small equipment and computer for MIP staff.

[8] Includes travel and training, dues and memberships, and books and subscriptions.

TRANSPORTATION SERVICES CAPITAL BUDGET

The Transportation Services capital budget includes the capital purchases for fleet vehicles and capital projects associated with assets already placed into service. Projects in the capital program include the on-going ST Express bus fleet procurement and major maintenance programs, funding for expansion of Sound Transit's bus fleet maintenance capacity, as needed, and major maintenance at the Tacoma Dome Station garage that Sound Transit has committed to support.

With the continued maturation of the agency, several new projects are proposed in the 2007 capital budget. Sound Transit has been in operations for more than five years. There are now several major capital maintenance needs that have been identified in the upcoming five-year planning cycle. One example is the need to begin replacing the aging ST Express bus fleet. Others reflect needs identified by the Facilities and Fleet Division which manages Sound Transit operational properties systemwide. This includes capital repairs needed at the Auburn parking garage. Additionally, at the King Street Station platform, new, reliable, energy-efficient lights will be installed that will result in major utility cost savings on an annual basis. Finally, the proposed budget contains a Small Works capital program to provide funding for small capital projects under $100,000. This program will enable Sound Transit to address those needs expected to arise as operations continue to expand and facilities age.

Service Delivery Capital Budget Summary
2007 Budget Summary by Subarea
(in YOE $000s)

Subarea	Proposed 2007 Budget	Proposed 1997-2011 Budget	6-year rolling forecast (2007-2012)
Snohomish County	$ 387	$ 22,196	$ 26,557
South King County	716	13,133	13,801
East King County	100	50,769	35,521
Pierce County	802	52,140	37,758
Total	***$ 2,005***	***$ 138,238***	***$ 113,637***

* The 6-year rolling forecast excludes expenditures from 1997-2006.

Two projects were added to the Transportation Services capital budget for 2007. Ticket vending machines and Passenger Information Systems/CCTV have been transferred from the Capital Projects Department. The total budget transferred in was $7.7 million for TVMs and $6.1 million for Passenger Information Systems/CCTV.

Transportation Services Capital

2007 Proposed Budget By Equity Area

Subarea	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
Snohomish County	11,801	692	387	8,049	1,269	75	16,778	0	39,050
South King County	8,989	1,694	716	867	864	125	11,228	0	24,485
East King County	48,013	610	100	1,896	150	150	33,225	0	84,144
Pierce County	33,058	797	802	14,433	3,050	125	19,348	0	71,613
Transportation Services Capital	**101,861**	**3,793**	**2,005**	**25,245**	**5,333**	**475**	**80,579**	**0**	**219,290**

2007 Proposed Budget By Phase

Phase	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
10 Agency Administration	1,308	58	0	6	0	0	1,276	0	2,648
20 Pre-Engineering/Env Review	351	13	0	14	0	0	0	0	378
40 ROW Acquisition and Permits	59	0	0	0	0	0	0	0	59
50 Construction	10,509	1,164	2,005	1,097	2,834	475	22,947	0	41,031
70 Vehicles	89,633	2,558	0	24,128	2,499	0	56,356	0	175,174
Transportation Services Capital	**101,861**	**3,793**	**2,005**	**25,245**	**5,333**	**475**	**80,579**	**0**	**219,290**

2007 Proposed Budget By Project

Project	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
212 Ticket Vending Machines	6,120	4	1,555	0	0	0	0	0	7,678
216 Passenger Information System/CCTV	3,002	389	0	332	2,359	0	0	0	6,081
261 Bus Maintenance Facility	2,126	0	0	0	0	0	23,747	0	25,873
290 ST Express Fleet Program	90,613	958	0	9,113	1,665	0	3,559	0	105,907
356 Tacoma Dome Station	0	0	0	311	0	0	0	0	311
701 ST Express Fleet Replacement Program	0	0	0	15,015	0	0	52,798	0	67,813
702 Sounder Fleet Program	0	1,600	0	0	834	0	0	0	2,434
740 Small Works Program	0	280	450	475	475	475	475	0	2,630
741 Auburn Bus Loop Concrete Replacement	0	421	0	0	0	0	0	0	421
742 King Street Station Platform Lighting	0	142	0	0	0	0	0	0	142
Transportation Services Capital	**101,861**	**3,793**	**2,005**	**25,245**	**5,333**	**475**	**80,579**	**0**	**219,290**

Transportation Services Capital

Project

212 Ticket Vending Machines

Description

This project was transferred from the Capital Projects Department in the 2007 budget.

40 Ticket Vending Machines (TVMs) are to be purchased and installed at the 12 Sounder stations. The TVMs are dispersed across the system on the basis of projected ridership. TVMs sell tickets and passes via an interactive touch screen or through the use of a keypad, and where possible are located near the mini-high platforms for the convenience of persons with disabilities. Remaining installations are to be performed at Everett, Edmonds, Tukwila, South Tacoma, and Lakewood. 2007 activities will include upgrading the TVMs to Central Link standards as well as incorporate Smart Card capabilities.

Summaries

Baseline (in $000)	7,678
2006 Adopted Budget (in $000)	7,678
2007 Proposed Budget (in $000)	7,678

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	1,159	0	312	0	0	0	0	0	1,471
South King County	2,618	2	591	0	0	0	0	0	3,211
Pierce County	2,343	2	652	0	0	0	0	0	2,997
Total	6,120	4	1,555	0	0	0	0	0	7,678

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	163	4	0	0	0	0	0	0	166
Pre-Engineering/Env Review	150	0	0	0	0	0	0	0	150
Construction	5,807	0	1,555	0	0	0	0	0	7,362
Total	6,120	4	1,555	0	0	0	0	0	7,678

Transportation Services Capital

Project

216 Passenger Information System/CCTV

Description

This project was transferred from the Capital Projects Department in the Proposed 2007 Budget process.

Sounder is implementing a CCTV and Passenger Information System at all rail stations. The system includes communications for a number of CCTV cameras at each station, audible rail announcements, variable message signs, customer emergency stations, and on-board automated vehicle location. There will be a central control and monitoring system.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	6,081
2007 Proposed Budget (in $000)	6,081

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	518	-77	0	32	886	0	0	0	1,358
South King County	1,191	341	0	51	495	0	0	0	2,078
Pierce County	1,293	125	0	249	978	0	0	0	2,645
Total	3,002	389	0	332	2,359	0	0	0	6,081

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	163	27	0	6	0	0	0	0	195
Pre-Engineering/Env Review	194	13	0	14	0	0	0	0	221
Construction	2,645	349	0	311	2,359	0	0	0	5,664
Total	3,002	389	0	332	2,359	0	0	0	6,081

Transportation Services Capital

Project

261 Bus Maintenance Facility

Description

The bus maintenance facility budget contains funds for expansion of ST's fleet maintenance capacity.

Funding for future maintenance capacity projects has been moved to 2011. As near-term maintenance capacity investments may be identified, funding may be re-programmed to earlier years.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	25,867
2007 Proposed Budget (in $000)	25,873

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	2,007	0	0	0	0	0	0	0	2,007
South King County	10	0	0	0	0	0	3,380	0	3,390
East King County	102	0	0	0	0	0	10,212	0	10,314
Pierce County	7	0	0	0	0	0	10,155	0	10,162
Total	2,126	0	0	0	0	0	23,747	0	25,873

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	3	0	0	0	0	0	1,276	0	1,279
Pre-Engineering/Env Review	7	0	0	0	0	0	0	0	7
ROW Acquisition and Permits	59	0	0	0	0	0	0	0	59
Construction	2,057	0	0	0	0	0	22,472	0	24,529
Total	2,126	0	0	0	0	0	23,747	0	25,873

Transportation Services Capital

Project

290 ST Express Fleet Program

Description

The budget for vehicles reflects capital costs for the acquisition and start-up of new ST Express buses. Buses are purchased by Sound Transit and then operated and maintained by the partner agencies. Sound Transit funds the acquisition costs of the fleet as well as major capital maintenance programs.

Current assumptions are for no additional bus purchases until 2008. The buses to be added in 2008 would serve Snohomish County routes and are driven by the opening of the South Everett Freeway Station.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	105,907
2007 Proposed Budget (in $000)	105,907

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	7,947	200	0	7,941	0	0	0	0	16,258
South King County		105	0	691	0	0	3,000	0	8,967
East King County	47,535	600	0	231	0	0	0	0	48,742
Pierce County	29,086	53	0	249	1,665	0	559	0	31,941
Total	84,568	958	0	9,113	1,665	0	3,559	0	105,907

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration		0	0	0	0	0	0	0	980
Vehicles	84,568	958	0	9,113	1,665	0	3,559	0	104,927
Total	84,568	958	0	9,113	1,665	0	3,559	0	105,907

Transportation Services Capital

Project

356 Tacoma Dome Station

Description

The Tacoma Dome Station project was completed in 2002. Per agreement, Sound Transit has maintained a capital budget for major maintenance which may be necessary during the useful life of the facility.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	311
2007 Proposed Budget (in $000)	311

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	0	0	0	311	0	0	0	0	311
Total	0	0	0	311	0	0	0	0	311

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Construction	0	0	0	311	0	0	0	0	311
Total	0	0	0	311	0	0	0	0	311

Transportation Services Capital

Project

701 ST Express Fleet Replacement Program

Description

This project was added in the 2006 budget. It is intended to detail the necessary bus replacement program for the ST Express fleet. This program is separate from the original bus procurement project (#290), which intended to fund the original acquisition of the ST Express fleet. This project plans for the replacement of that fleet.

Current assumptions include the replacement of 27 CNG buses in Pierce County with 27 high-capacity diesel buses. These buses were originally purchased used in 1999 and are nearing the end of their useful life. Assumed replacement cost is $500,000 per bus. Actual cost and timing of these acquistions will be determined upon completion of the 2007 Service Implementation Plan (SIP), which includes a fleet plan. Acquisition of the replacement fleet would only occur upon approval by the Sound Transit Board. Budgets have been added in 2011 to reflect the first replacement of approximately 100 buses that were acquired in 1999. The specific timing and fleet mix of these acquisitions will be further defined in future SIPs.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	15,015
2007 Proposed Budget (in $000)	67,813

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	0	0	0	0	0	16,703	0	16,703
South King County	0	0	0	0	0	0	4,723	0	4,723
East King County	0	0	0	1,515	0	0	22,862	0	24,377
Pierce County	0	0	0	13,500	0	0	8,509	0	22,009
Total	0	0	0	15,015	0	0	52,798	0	67,813

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Vehicles	0	0	0	15,015	0	0	52,798	0	67,813
Total	0	0	0	15,015	0	0	52,798	0	67,813

Transportation Services Capital

Project

702 Sounder Fleet Program

Description

This project was to be created through a budget amendment in 2005, transferring $1.6M in funds from the 2005 Sounder transit operations budget to pay for spare parts and improvements, which were subsequently determined to be capital expenses per Generally Accepted Accounting Principles (GAAP), and other funds from Capital Projects. These funds will be set aside to pay for future capital projects for Sounder vehicles, including major component acquisitions, such as auxiliary power units and turbochargers.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	2,434
2007 Proposed Budget (in $000)	2,434

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	464	0	0	308	0	0	0	772
South King County	0	624	0	0	245	0	0	0	869
Pierce County	0	512	0	0	281	0	0	0	793
Total	0	1,600	0	0	834	0	0	0	2,434

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Vehicles	0	1,600	0	0	834	0	0	0	2,434
Total	0	1,600	0	0	834	0	0	0	2,434

Transportation Services Capital

Project

740 Small Works Program

Description

This budget was created in the 2006 budget to fund the projected costs of capital improvements to be performed at sites throughout the service area.

The budget is based on number of sites maintained, age of facilities and amount of use.

Individual projects with a project cost not exceeding $100,000 can be included in the Small Works project allocation. Once the project cost exceeds $100,000 it must be specifically identified in the capital plan.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	2,155
2007 Proposed Budget (in $000)	2,630

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	105	75	75	75	75	75	0	480
South King County	0	60	125	125	125	125	125	0	685
East King County	0	10	100	150	150	150	150	0	710
Pierce County	0	105	150	125	125	125	125	0	755
Total	0	280	450	475	475	475	475	0	2,630

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Construction	0	280	450	475	475	475	475	0	2,630
Total	0	280	450	475	475	475	475	0	2,630

Transportation Services Capital

Project

741 Auburn Bus Loop Concrete Replacement

Description

The concrete bus loop has eroded at Auburn Station. To reduce the long-term maintenance costs associated with this location, staff proposes to redo the entire concrete bus loop. Upon approval of a contract by the board, this project will be completed in the span of approximately one month.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	421
2007 Proposed Budget (in $000)	421

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	0	421	0	0	0	0	0	0	421
Total	0	421	0	0	0	0	0	0	421

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	21	0	0	0	0	0	0	21
Construction	0	400	0	0	0	0	0	0	400
Total	0	421	0	0	0	0	0	0	421

Transportation Services Capital

Project **742** King Street Station Platform Lighting

Description

Lighting modifications involve retrofitting approximately 100 fixtures to provide more reliability, longer life, and same level of light. When complete, annual operations and maintenance costs, including utilities costs, will be reduced.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	142
2007 Proposed Budget (in $000)	142

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	0	142	0	0	0	0	0	0	142
Total	0	142	0	0	0	0	0	0	142

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	7	0	0	0	0	0	0	7
Construction	0	135	0	0	0	0	0	0	135
Total	0	142	0	0	0	0	0	0	142

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PROJECT DELIVERY

PROGRAM SUMMARY

The Link light rail, Sounder commuter rail, and Regional Express programs each have a 1997-2016 capital spending plan, including a project-by-project listing of capital outlays. These plans include the costs for building the initial Phase 1 *Sound Move* projects, plus any changes to *Sound Move* adopted by the board. A map illustrating these capital projects is included in each department's budget summary. Capital programs managed by corporate departments are listed with the managing department under the Agency Operations tab.

In accordance with adopted agency budget policies, each capital project is assigned a baseline budget as adopted by the board. This budget reflects the cost estimate for a project when: 1) Preliminary Engineering has reached 30 percent, 2) key third party requirements are finalized, 3) right-of-way plans are established, 4) Record of Decision (ROD)/Finding of No Significant Impact (FONSI) has been issued, and 5) a single well-defined scope is to be advanced into final design. The individual capital budget pages reflect baseline budgets for those projects that have met the established baseline criteria.

Risk Assessments

The Proposed 2007 Budget also contains risk assessments for active capital projects. These assessments identify project risk factors that have potential scope, budget, and schedule implications. In some cases, a great deal is known about the project scope, location and community expectations, and the public process for permitting and local jurisdictional participation is advanced. However, other projects are earlier in the planning stages, and environmental factors, community input, engineering modifications, or other changes could substantially alter the scheduled outlay of funds.

Budget Risk

- *Status:* Current status of project, including conceptual engineering (CE), preliminary engineering/environmental design (PE/ED), final design (FD), start-up, construction (CO), and not initiated.
- *Type of budget estimate:* Identifies the type of budget estimate that is currently being used for the project. These include: allocation ("round number" project budgets agreed upon by stakeholders during the development of *Sound Move*), planning (preliminary conceptual estimate developed for specific sites based on limited project information), conceptual engineering, scoping (estimate based on itemized right-of-way and construction costs on an estimated unit price), PE/ED (estimate based on preliminary engineering/environmental design), and construction (estimate based on full design drawings, specifications, and known unit prices).
- *Budget risk level:* Overall risk level for project, classified as high, medium, or low.
- *Right-of-way costs:* A check mark indicates those projects with potential for higher than budgeted right-of-way costs.
- *Scope Escalation/Change:* A check mark indicates those projects that may not be able to absorb additional costs and changes desired by all parties.
- *Design and Environmental Requirements:* A check mark indicates those projects with outstanding unresolved issues related to design or environmental requirements.
- *Unexpected Finding During Engineering:* A check mark indicates those projects which had an unexpected issue arise related to engineering.
- *Limited Budget Basis:* A check mark indicates those projects which are currently only

developed to a conceptual level.

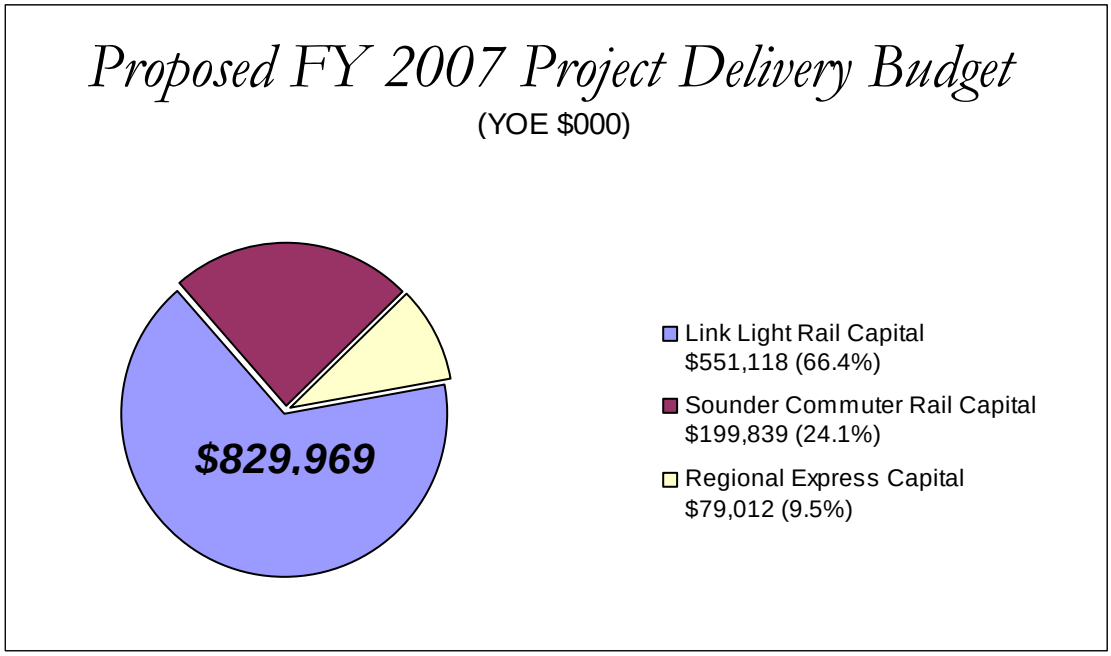
- *Shared Project Funding:* A check mark indicates those projects which rely, not only on Sound Transit funding, but also on outside party funding for a portion of the project.
- *Utilities Relocation:* A check mark indicates those projects that had undefined utility relocation issues.
- *Project Location:* A check mark indicates those projects which have unresolved location issues.
- *Coordination:* A check mark indicates those projects with community issues or conflicts and difficult project interfaces with other parties.

Schedule Risk

- *Risk level:* Overall risk level for project classified as high, medium or low, depending on the nature and complexity of the issues related to the project.
- *2006 Budget schedule:* The schedule for start of service in the 2006 Budget.
- *2007 Budget schedule:* The schedule for start of service in the Proposed 2007 Budget.

Spending the 2007 Capital Budget

Sound Transit anticipates spending approximately $830.0 million in capital outlays in 2007 for the three project delivery programs. This budget is the result of a detailed estimate of the amount the agency will spend on each capital project by phase (design, construction, right-of-way, etc.).



The Proposed 2007 Budget also contains Sound Transit's capital spending plan (1997-2016) with detailed expenses on capital assets for each project in Phase 1 of *Sound Move*. The major elements of this capital spending are discussed below.

Project Delivery
2007 Capital Budget Summary

	Proposed 2007 Budget	Proposed 1997-2016 Budget
Link light rail	$ 551,117,705	$ 4,107,234,744
Sounder commuter rail	199,839,488	1,215,006,845
Regional Express bus	79,012,109	803,048,635
Total	***$ 829,969,302***	***$ 6,125,290,224***

Included within this chapter is:

- **Link light rail**, consisting of $551.1 million in capital outlays in 2007 and $4.1 billion in the total lifetime capital spending plan.
- **Sounder commuter rail**, consisting of $199.8 million in capital outlays in 2007 and a total lifetime capital spending plan of $1.22 billion.
- **Regional Express,** consisting of $79.0 million in capital outlays in 2007, and a total lifetime capital spending plan of $803.0 million.

LINK LIGHT RAIL PROGRAM SUMMARY

Light rail is part of a regional high-capacity transit network that was approved by Puget Sound voters in 1996. It includes a 24-mile Central Link system connecting Seattle, Tukwila, and SeaTac. Downtown Tacoma is served by a 1.6-mile Tacoma Link light rail line. This transportation investment will provide a stepping stone for expansion. The long-range vision involves light rail lines linking Everett, Seattle, Tacoma, and Bellevue—the four Puget Sound regional centers.

Central Link light rail will create a new transportation corridor where it is needed most—in the major population and employment centers where existing roads and bus services are already at capacity during peak travel times.

The Initial Segment will extend from the Tukwila International Boulevard Station in Tukwila and move through Tukwila and Rainier Valley on elevated and street-level tracks. It will pass through Beacon Hill in a tunnel and emerge south of downtown Seattle. It will then continue north alongside the existing E-3 Busway and into the Downtown Seattle Transit Tunnel to Westlake Station. A stub tunnel will extend under Pine Street. Buses and rail will operate jointly in the downtown tunnel. The Initial Segment is scheduled to start revenue service in the summer of 2009.

The Airport Link project will connect the Tukwila International Boulevard Station in Tukwila on elevated and at-grade tracks into the city of SeaTac to a light rail station at the NE corner of the parking garage at Sea-Tac International Airport. Airport Link is scheduled to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009.

North of downtown Seattle, the University Link project route will consist of a new tunnel to a station on Capitol Hill and under the Montlake Cut to the University of Washington Station near Husky Stadium. University Link is expected to start construction in late 2008 or early 2009 and open for revenue service in 2016.

Tacoma Link opened on August 22, 2003, and connects downtown Tacoma with a regional transit center at the Tacoma Dome Station. Riders can transfer to Sounder commuter rail, ST Express regional buses, or local Pierce Transit buses. Five stations along the line serve major city destinations such as the theater district, history museum, University of Washington branch campus, and the commercial core.

The East Link project is a proposed Sound Transit 2 project that has begun project development and the environmental process. The East Link corridor extends from the Central Link International District Station in Seattle to Bellevue and Redmond via I-90 and Mercer Island.

The Route and Stations

Central Link

Seattle's unique topography and environmental constraints are among the reasons light rail was chosen as the best option to meet the region's transportation needs. Seattle's topography requires that a transit system be capable of running in tunnels, along hills, and on elevated tracks as well as at street level. Of the 14-mile Initial Segment, 2.5 miles consist of existing and new tunnels. Five miles are elevated and 6.5 miles are at-grade. When Central Link is completed, light rail trains will offer generations of passengers a congestion-free alternative to driving with service to a number of destinations, including colleges, hospitals, employment centers and Sea-Tac Airport.

Central Link's Final Environmental Impact Statement (EIS) was completed and published in the fall of 1999. The Sound Transit Board selected a project with a route between Sea-Tac and the University District in November 1999. Subsequent to that action, the Central Link project was divided into three separate segments for implementation: the Initial Segment, Airport Link and North Link. Sound Transit is working with neighborhoods, architects, artists and cities to make sure the light rail system and stations along the Central Link line are important assets to each community.

The Initial Segment, Airport Link, and North Link, are discussed below.

Initial Segment

In November 2001, after publication of the Tukwila Freeway route Final Supplemental EIS and Initial Segment SEPA Addendum updating the Central Link Final EIS, the Sound Transit Board selected an initial segment of the Central Link project to be constructed from downtown Seattle to South 154th Street in Tukwila, with a bus shuttle connecting to Sea-Tac Airport. Construction of the Initial Segment is about 50 % complete and it is on track to open for revenue service by July 2009.

Downtown Seattle to South Downtown

The Initial Segment will start in a new cut-and-cover tunnel under Pine Street and travel through the Downtown Seattle Transit Tunnel utilizing existing stations at Westlake, University Street, Pioneer Square, and the International District. Light rail and bus service will operate jointly within the Downtown Seattle Transit Tunnel. The Convention Place Station is not currently planned as a rail station but will continue to serve bus passengers.

From the International District Station, the route will extend south along the east side of the Metro E-3 Busway to the Stadium Station south of Royal Brougham Way, continuing to the SODO Station north of Lander Street. After crossing Lander Street at-grade, it transitions to elevated track before turning east. It will travel on the elevated tracks along the south side of Forest Street and cross over Airport Way. An operations and maintenance facility is being constructed south of South Forest Street and west of Airport Way on site of the old Rainier bottling plant south of downtown Seattle.

Beacon Hill

The light rail route will enter Beacon Hill in a tunnel that will start under Interstate 5 and continue approximately one mile to the east where it will emerge at McClellan Street and 25th Avenue. The deep subway Beacon Hill Station with elevator access only, will be located at the intersection of Lander Street and Beacon Avenue.

Rainier Valley

The light rail route will emerge from the Beacon Hill tunnel to an elevated station at South McClellan Street. The route will continue on elevated tracks to South Walden Street, and then run at street level in a center median of Martin Luther King Jr. Way South to a point just north of the Boeing Access Road.

The Mount Baker Station at McClellan and the at-grade Columbia City Station, Othello Station, and Rainier Beach Station will benefit Rainier Valley neighborhoods, including Beacon Hill, Mount Baker, Rainier Vista, Columbia City, Brighton, New Holly Park, Dunlap, and Rainier Beach.

Tukwila

In November 1999, the Sound Transit Board proposed a light rail route through Tukwila. In November 2001, the board selected a different route, the Tukwila Freeway Route, which was recommended by the City of Tukwila. It will run from Boeing Access Road on elevated tracks along the west side of East Marginal Way, crossing over the Duwamish River and State Route 599. The route will continue in a combination of elevated tracks and tracks notched into the hillside on the west side of State Route 599, then along the west side of Interstate 5. Near South 151st Street, the route will turn west on elevated tracks along the north of State Route 518 to the Tukwila International Boulevard Station and park-and-ride lot at South 154th Street. A bus shuttle will provide a direct connection with Sea-Tac Airport until light rail service is extended to the airport (see Airport Link section below).

Airport Link

In November 1999, the Sound Transit Board selected a light rail alignment that included an airport station connecting with the previously proposed North End Airport Terminal. The North End Airport Terminal project was canceled by the Port of Seattle and alternative expansion plans for airport facilities are under development.

In July 2005, the Sound Transit Board selected a new alignment, the Airport Link route and stations extending the Initial Segment from South 154th Street to South 200th Street. The board also selected the project to the Airport Station to be constructed and in operation by 2009. This project continues south from the Tukwila International Boulevard Station on an elevated structure, crosses above SR-518, transitions to grade north of the South 160th Street bridge, and continues south in the median of the realigned North Airport Expressway. The alignment crosses above South 170th Street and continues on an elevated structure to a light rail station at the main terminal of Sea-Tac International Airport (the Airport) and via a pedestrian overpass to a passenger drop-off facility located on the east side of International Boulevard in the city of SeaTac.

The first construction contract for Airport Link between Tukwila International Boulevard and the station at the Airport has been awarded and the final design will be completed in 2007 for this segment of the project.

North Link – University Link

In September 2001, the board directed staff to initiate a process for developing a North Link Supplemental Environmental Impact Statement and design effort to reconsider routes between downtown Seattle and Northgate. The North Link Final Supplemental EIS was completed in

April 2006. That same month the Sound Transit Board selected the North Link project route to Northgate and selected the University Link portion of North Link from downtown Seattle to the University of Washington Station as the first phase of North Link for implementation and which assumes New Starts funding from FTA. The University Link project has received an overall rating of "high" from the FTA which is the highest possible rating under the Section 5309 New Starts criteria. In October 2006, the FTA granted Sound Transit's request to enter Final Design on University Link. Construction is expected to begin in late 2008 or early 2009 with operations beginning in 2016.

University Link is a three mile light rail extension that will tunnel east from the Downtown Seattle Transit Tunnel (DSTT), cross under I-5 and proceed east and then north to a Capitol Hill Station serving the First Hill/Capitol Hill urban center. The tunnel route would then cross the ship canal to an interim terminus at the University of Washington station at Husky Stadium, serving the University of Washington campus and the surrounding neighborhoods.

Sound Move calls for extending light rail to the Northgate area as soon as possible, subject to available funding. North from the University of Washington Station, the tunnel route would continue to a Brooklyn Station serving the University business district, surrounding residential neighborhood and north University of Washington campus. The light rail route would then continue north in a tunnel to the Roosevelt station serving the Roosevelt commercial area, continuing along the east side of I-5 to a Northgate Station that would provide access to bus transfers at the Northgate Transit Center and to adjacent park-and-ride facilities.

Tacoma Link

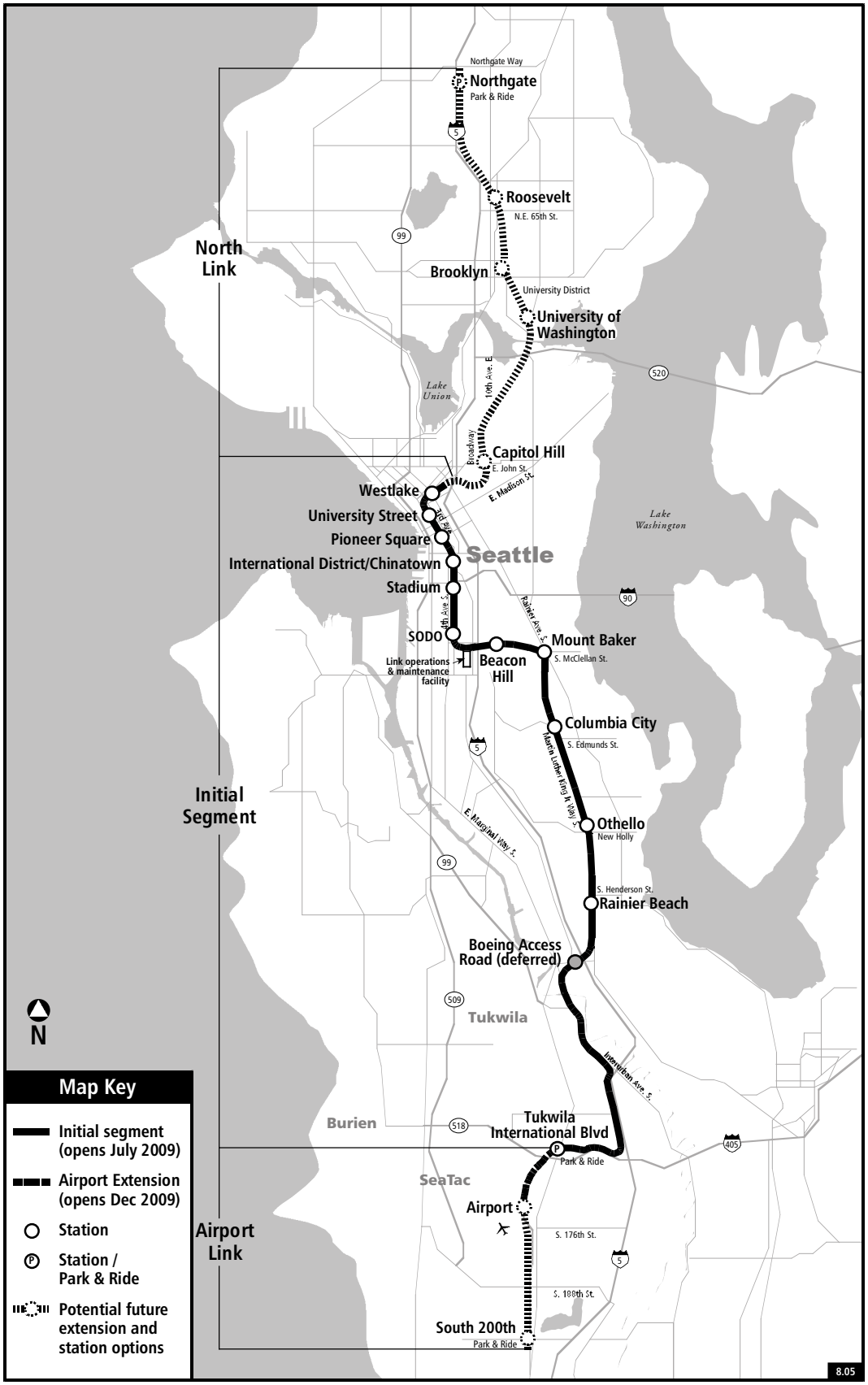
Tacoma Link is a 1.6-mile line that connects downtown Tacoma and the Tacoma Dome Station. The route is essentially L-shaped, extending south from South Ninth Street along Commerce Street. It then transitions over to Pacific Avenue near South 17th Street, and continues south. At South 25th Street, the route turns east to the Tacoma Dome Station. The line is a double track from South Ninth Street to a point just south of South Union Station/South 19th Station on Pacific Avenue. There it becomes a single track to the Tacoma Dome Station.

Five stations along the line serve major city destinations: 1) Theater District/South Ninth Station, 2) Convention Place/South 15th Station, 3) Union Station/South 19th Station, 4) South 25th Station, and 5) the Tacoma Dome Station. They serve city destinations that include the theater district, history museum, University of Washington Branch Campus, and the commercial core. A light rail operations and maintenance facility has been constructed near the Tacoma Dome Station, where light rail vehicles are serviced and stored at night.

East Link

The East Link project is a proposed Sound Transit 2 project that has begun project development and the environmental process. An EIS will be prepared and the EIS scoping process was held in the fall of 2006, and preparation of the draft EIS is underway. The East Link corridor consists of an approximately 11 to 19-mile corridor between the Central Link International District Station in downtown Seattle to Bellevue, and Redmond via I-90 and Mercer Island. The study area has preliminarily been defined in five segments for evaluation purposes: Seattle to south Bellevue; south Bellevue to Downtown Bellevue; Downtown Bellevue east to the BNSF rail corridor; Downtown Bellevue to Overlake Transit Center; and Overlake Transit Center to downtown Redmond. The project will serve the transit destinations of downtown Seattle, Mercer Island, downtown Bellevue, Overlake and downtown Redmond. Additional transit markets to be served include Rainier Avenue, Mercer Island, south Bellevue, and the Bel-Red Corridor.

CENTRAL LINK



Link 2007 Activities

The primary Central Link activity in 2007 will be continuing construction of the entire 14-mile Initial Segment from downtown Seattle to Tukwila. Other activity will include construction and completion of final design for Airport Link, and continuing final design for University Link.

Civil Engineering tasks will include: a) necessary support of construction contracts, b) coordinating with partner cities to address utilities, traffic circulation, and other design issues, c) advancing civil final design for University Link and, d) support for East Link project development and environmental review.

Systems Engineering tasks will further include: a) management of contracts for light rail vehicle, signals, communications, and traction power, b) providing systems engineering design support for civil line section construction, c) beginning systems final design for University Link, and d) support for East Link project development and environmental review.

Community Outreach staff will inform the public about light rail project plans, designs, and construction details. They will work closely with affected communities to address concerns and potential project impacts.

Project Control staff will continue to report up-to-date information on cost, schedule, and scope of all Link projects to support project decision making and help assess project performance. During the ongoing construction of the Initial Segment, continued focus will be placed on the configuration management process. This will assure that construction changes are effectively managed and coordinated. For the University Link project, the Project Control effort will focus on the refinement of cost estimates and schedules. The Project Control effort for the Airport Link project will focus on the continued coordination of schedules with the Port of Seattle, completing cost estimates during final design, and supporting construction. For East Link, Project Control will support preparation of cost estimates for the conceptual design of the EIS alternatives.

Project Development staff will continue to facilitate the project's design development by coordinating with all Link divisions and project partners. They will support the board's decision-making process by providing materials and briefings. The division will also manage the North Link/University Link and East Link projects. Finally, Project Development staff will support federal communications and reporting, and negotiate and manage third-party agreements.

The Environmental Division staff will continue to track the required mitigation measures and compile the quarterly reports for the Federal Transit Administration and implement wetland and historic mitigation measures for the Initial Segment, University Link and Airport Link projects. They will direct environmental permitting for University Link. They will complete the environmental process as needed for the East Link EIS. The Environmental Division will also support Operations to identify and implement operational environmental requirements in preparation for opening of the Initial Segment in 2009.

Link Capital Plan

The Proposed 2007 lifetime budget of $4.1 billion for the Link Program contains the following four capital project budgets: 1) $80.4 million for Tacoma Link which is complete, 2) $243.6 million for Airport Link, 3) $2.2 billion for the Initial Segment which includes a program reserve of $128 million, and the $24.9 million payment to King County Metro for debt service related to the transfer of the Downtown Seattle Transit Tunnel (DSST) and, 4) $1.56 billion for University Link and the two other segments of North Link: from the University of Washington Station to Brooklyn Station at NE 45th Street which includes historic costs associated with the previous work in this corridor, and Northgate to 45th Street.

The Proposed 2007 Budget for Link contains annual expenditures in the amount of $551.1 million. The majority of these expenditures—just under $407 million—is associated with the

continued construction activity for the Initial Segment. Active construction spans the entire 14-mile Initial Segment corridor between South 154th Street in Tukwila and downtown Seattle, including continued construction of the maintenance facility. Light rail vehicle manufacturing and procurement of systems elements such as the communications, power supply, and signaling systems also continue in 2007.

The Proposed 2007 Budget for Link also includes $9.0 million for DSTT Debt Service.

North Link annual expenditures in 2007 are projected to be $55.5 million. The majority of these expenditures is to complete final design for the University Link project which extends from the Pine Street Stub Tunnel (PSST) to the University of Washington Station. Remaining expenditures are associated with ongoing activities for North Link from the University of Washington Station to Northgate.

Airport Link annual expenditures are projected at $80.0 million, of which $68.5 million is associated with construction activity as construction of the northern portion is fully underway.

Contract close-out for Tacoma Link is expected as of the end of December 2006.

Changes in the Proposed 2007 Budget

Project Changes

The Proposed 2007 lifetime budget includes the following amendments to the Adopted 2006 lifetime budget: The Adopted 2006 lifetime budget was amended by resolution of the Sound Transit Board in April 2006 to select the final route, profile, and station locations for North Link, and select the University Link portion of North Link to be constructed and operated as part of the Central Link Light Rail Project, including authorization to complete final design and take the necessary steps to secure a federal Full Funding Grant Agreement (expected in late 2007). The new University Link project is the segment of North Link from the Pine Street Stub Tunnel to the University of Washington Station. A budget for the remaining segment of North Link from the University of Washington Station to Brooklyn Station, at NE 45th Street, is anticipated to be authorized by resolution of the board in September 2006 as part of a mid-year amendment to the Adopted 2006 Budget.

Budget Changes

The Proposed 2007 lifetime budget (1997–2016) for the Link Program includes the April 2006 amendment to the Adopted 2006 Budget to add $1.39 billion to the North Link budget to complete final design and construction of the new University Link project, for a revised total project amount of $1.514 billion. It also includes budget set aside by the April 2006 amendment for the segment of North Link, from University of Washington Station to Brooklyn Station at NE 45th Street, in the amount of $37 million. When added to North Link-Northgate to 45th Street that has a budget of $9.0 million, the combined proposed total budget for North Link projects is $1.56 billion.

Schedule Changes

The project schedule for the Initial Segment is unmodified and revenue service remains scheduled for July 2009. The critical path of the Initial Segment construction is determined by the ongoing construction in Rainier Valley.

The project schedule for board adopted University Link extends final design to 2008, and extends construction into 2016.

Baseline Budgets and Schedules

The Proposed 2007 Budget includes baseline budgets and schedules for the following projects, which have completed the criteria established for setting project baselines:

1. Central Link Initial Segment: baseline capital budget of $2.07 billion and scheduled project completion in July 2009.
2. Tacoma Link: baseline budget of $80.4 million. Revenue service began in August 2003.
3. Airport Link: baseline budget of $243.6 million and scheduled project completion in December 2009.

Light Rail Capital

2007 Proposed Budget By Equity Area

Subarea	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
North King County	819,600	329,924	332,183	283,671	286,122	362,373	285,902	465,084	3,164,859
South King County	194,439	193,438	218,934	188,383	54,230	12,535	0	0	861,959
Pierce County	76,547	3,869	0	0	0	0	0	0	80,416
Light Rail Capital	**1,090,586**	**527,231**	**551,118**	**472,054**	**340,353**	**374,908**	**285,902**	**465,084**	**4,107,235**

2007 Proposed Budget By Phase

Phase	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
10 Agency Administration	104,940	46,984	42,841	31,954	24,888	10,940	11,617	41,668	315,833
20 Pre-Engineering/Env Review	79,967	1,678	935	831	461	0	0	0	83,872
30 Final Design and Specification	143,969	22,141	23,229	29,652	15,819	3,315	2,328	6,131	246,585
40 ROW Acquisition and Permits	218,714	50,477	44,278	54,974	32,571	1,446	114	35	402,609
50 Construction	430,653	330,945	357,755	232,938	199,197	279,311	216,825	316,513	2,364,136
52 Construction Services	31,395	24,391	25,344	16,864	13,581	8,812	12,071	25,990	158,448
60 Procurement	0	0	0	0	0	0	0	0	0
65 Third Parties	40,357	14,256	6,848	11,663	7,842	961	780	1,950	84,656
70 Vehicles	40,158	33,912	38,888	42,166	726	27,356	42,167	72,797	298,170
80 System Testing and Startup	434	198	0	0	0	0	0	0	632
90 Contingency	0	2,247	11,000	51,013	45,267	42,767	0	0	152,293
Light Rail Capital	**1,090,586**	**527,231**	**551,118**	**472,054**	**340,353**	**374,908**	**285,902**	**465,084**	**4,107,235**

2007 Proposed Budget By Project

Project	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
100 North Link - Northgate to 45th St	6,256	388	97	2,259	0	0	0	0	9,000
200 University Link - Pine St Stub Tunnel (PSST) to UW Station	57,770	21,278	44,870	100,195	206,768	332,141	285,902	465,084	1,514,008
290 North Link - UW Station to Brooklyn Station (NE 45th St)	19,237	350	10,563	6,358	485	0	0	0	36,992
300 Initial Segment	916,783	450,095	406,591	226,439	70,091	0	0	0	2,070,000
390 DSTT Debt Service	2,209	11,868	8,974	0	1,868	0	0	0	24,919
399 Initial Segment Project Reserve	0	0	0	42,767	42,767	42,767	0	0	128,300
400 Airport Link	11,785	39,383	80,023	94,036	18,373	0	0	0	243,600
500 Tacoma Link	76,547	3,869	0	0	0	0	0	0	80,416
Light Rail Capital	**1,090,586**	**527,231**	**551,118**	**472,054**	**340,353**	**374,908**	**285,902**	**465,084**	**4,107,235**

Light Rail Capital

Project **100** North Link - Northgate to 45th St

Description

The Sound Move plan calls for building a light rail line from SeaTac to the University District and extending it to the Northgate area subject to available funding. The route in this segment between the University District and Northgate was adopted by the Sound Transit Board in April 2006 and includes a tunnel station in the Roosevelt neighborhood and an elevated Northgate Station near the Northgate Transit Center. The budget for this segment reflects an estimate to complete preliminary engineering only. The final design for this segment has not yet been authorized or funded.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	9,000
2007 Proposed Budget (in $000)	9,000

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
North King County	6,256	388	97	2,259	0	0	0	0	9,000
Total	6,256	388	97	2,259	0	0	0	0	9,000

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	469	51	80	1,172	0	0	0	0	1,772
Pre-Engineering/Env Review	4,605	223	0	315	0	0	0	0	5,142
Final Design and Specification	1,034	0	0	0	0	0	0	0	1,034
ROW Acquisition and Permits	93	40	17	0	0	0	0	0	150
Third Parties	56	74	0	95	0	0	0	0	225
Contingency	0	0	0	677	0	0	0	0	677
Total	6,256	388	97	2,259	0	0	0	0	9,000

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Study Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: TBD

2007 Budget Schedule: TBD

Comment

The study programmed for this project has been completed. Any future work for this segment of North Link will be performed on an as-needed basis, hence budget and schedule risk are low.

Light Rail Capital

Project

200 University Link - Pine St Stub Tunnel (PSST) to UW Station

Description

The University Link work program and $1.5 B budget were approved by the Board in April 2006 through Board Resolution R2006-07. The 3.15-mile University Link alignment between the Pine Street Stub Tunnel and the University of Washington Station is located entirely underground with tunnels traveling from Pine Street: under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal, to an underground station on the University of Washington campus, near Husky Stadium. With the exception of short mined tunnels beneath Pine Street and limited cut-and-cover tunnel sections in the vicinity of the stations, the alignment is located in two parallel bored tunnels that are expected to be constructed using Earth Pressure Balanced Tunnel Boring Machines. U-Link is expected to generate high ridership by serving the major population and employment centers of Capitol Hill and the University District. The budget for the U-Link reflects the Preliminary Engineering cost estimate to complete the project, which is scheduled for completion in 2016

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	1,514,008
2007 Proposed Budget (in $000)	1,514,008

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
North King County	57,770	21,278	44,870	100,195	206,768	332,141	285,902	465,084	1,514,008
Total	57,770	21,278	44,870	100,195	206,768	332,141	285,902	465,084	1,514,008

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	3,254	2,079	2,740	7,356	7,878	10,940	11,617	41,668	87,532
Pre-Engineering/Env Review	23,515	911	350	0	0	0	0	0	24,776
Final Design and Specification	4,446	3,324	13,409	25,969	14,713	3,315	2,328	6,131	73,635
ROW Acquisition and Permits	26,121	9,954	27,902	48,610	21,079	1,446	114	35	135,261
Construction	0	0	469	11,258	147,764	279,311	216,825	316,513	972,140
Construction Services	0	0	0	826	10,212	8,812	12,071	25,990	57,911
Third Parties	433	5,011	0	6,176	5,122	961	780	1,950	20,433
Vehicles	0	0	0	0	0	27,356	42,167	72,797	142,320
Total	57,770	21,278	44,870	100,195	206,768	332,141	285,902	465,084	1,514,008

Risk Assesment :

Status: Final Design

Estimate Type: Preliminary Engineering

Budget Risk Level: MEDIUM

Schedule Risk level: HIGH

2006 Budget Schedule: 2016

2007 Budget Schedule: 2016

Comment

Budget Risk: The risk for the final design budget is medium. Final design contracts will be executed following FTA approval to enter final design (expected in late 2006). Construction risks include contamination soil conditions, water infiltrations and/or settlement concerns, and limited staging areas at Capitol Hill station.

Schedule Risk: Schedule risk is high due to the risk of potential delay posed by the federal funding approval process. Tunnel work poses additional schedule risk, mainly due to the possiblilty of unforeseen ground conditions and behavior. Underground utility conflicts during construction will be mitigated by early works contracts to reduce unknowns.

2006 Schedule reflects amended 2006 Budget, adopted by resolution of the board in April 2006, to complete final design and construction.

Light Rail Capital

Project

290 North Link - UW Station to Brooklyn Station (NE 45th St)

Description

This one mile segment of North Link spans between the UW Station and the Brooklyn Station at NE 45th Street, and will be located underground, including twin-bored tunnels with one station near Brooklyn Ave, NE and NE 45th Street in the University District. The final design for this segment has not yet been authorized or funded.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	36,992
2007 Proposed Budget (in $000)	36,992

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
North King County	19,237	350	10,563	6,358	485	0	0	0	36,992
Total	19,237	350	10,563	6,358	485	0	0	0	36,992

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	1,669	28	97	314	24	0	0	0	2,132
Pre-Engineering/Env Review	7,625	304	465	474	461	0	0	0	9,330
Final Design and Specification	5,350	0	0	0	0	0	0	0	5,350
ROW Acquisition and Permits	2,130	2	0	0	0	0	0	0	2,133
Construction	1,344	0	0	0	0	0	0	0	1,344
Third Parties	1,119	15	0	0	0	0	0	0	1,134
Contingency	0	0	10,000	5,569	0	0	0	0	15,569
Total	19,237	350	10,563	6,358	485	0	0	0	36,992

Risk Assesment :

Status: Preliminary Engineering

Estimate Type:

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: TBD

2007 Budget Schedule: TBD

Comment

Budget Risk: The Preliminary Engineering is complete, budget risk is low. 2006 Budget set aside when the North Link alignment was selected by the board in the April 2006 amendment.

Schedule Risk: There is no schedule risk. Final design work is not yet authorized.

Light Rail Capital

Project **300** Initial Segment

Description

The 14-mile Initial Segment of the Central Link light rail line is under construction. The northern terminus is at Convention Place with passenger service beginning at Westlake Station serving downtown Seattle, the SODO industrial area, Beacon Hill, Rainier Valley, Tukwila and reaching an interim southern terminus at South 154th Street Station. Passenger stations include Westlake, University Street, Pioneer Square, International District, Stadium, SODO, Beacon Hill, Mount Baker, Comumbia City, Othello, Rainier Beach, and Tukwila International Boulevard. The operations and maintenance base is being constructed south of South Forest Street. Buses and light rail trains will share joint operations in the Downtown Seattle Transit Tunnel (DSTT).

Summaries

Baseline (in $000)	2,070,000
2006 Adopted Budget (in $000)	2,070,000
2007 Proposed Budget (in $000)	2,070,000

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
North King County	734,129	296,040	267,680	144,627	47,130	0	0	0	1,489,606
South King County	182,654	154,055	138,911	81,812	22,961	0	0	0	580,394
Total	916,783	450,095	406,591	226,439	70,091	0	0	0	2,070,000

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	94,289	43,443	38,877	22,106	16,065	0	0	0	214,780
Pre-Engineering/Env Review	33,254	102	0	0	0	0	0	0	33,357
Final Design and Specification	126,245	12,106	7,022	1,793	0	0	0	0	147,167
ROW Acquisition and Permits	183,517	19,495	3,690	5,190	5,624	0	0	0	217,516
Construction	377,717	311,664	292,160	148,247	44,784	0	0	0	1,174,572
Construction Services	31,394	23,791	21,944	11,638	1,271	0	0	0	90,037
Third Parties	37,783	8,823	6,510	4,800	2,348	0	0	0	60,264
Vehicles	32,583	30,670	36,388	32,666	0	0	0	0	132,307
Total	916,783	450,095	406,591	226,439	70,091	0	0	0	2,070,000

Risk Assesment :

Pine Street Stub Tunnel and Downtown Seattle Transit Tunnel

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2009

2007 Budget Schedule: 2009

Comment

Budget Risk: The construction of the tunnel under Pine Street involves budget risks, due in large part to the potential for underground utility conflicts. The completed advanced utility relocation reduced utility coordination requirements during the main construction period. The DSTT retrofit has been significantly simplified with the adoption of the hybrid bus technology. The integration of the DSTT retrofit improvements into the Pine Street Stub Tunnel contract reduced contract interface requirements.

Schedule Risk: The construction involves coordination among multiple systems installations. Construction documents place a strong emphasis on coordination requirements. Sound Transit, and systems and civil contractors, continue to coordinate access issues in the DSTT. The contractor has committed to meeting the major milestones established by Sound Transit.

E-3 Busway/South Forest Street

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: LOW

2006 Budget Schedule: 2005

2007 Budget Schedule: 2006

Comment

Budget Risk: Risk has been reduced by addressing utility interfaces in advance of the main construction contract. Significant portions of the highest risk work have been completed. Current projections indicate completion within the authorized contract
contingency.
Schedule Risk: Civil work is substantially completed.

Beacon Hill Tunnel and McClellan Facilities

Status: Construction

Estimate Type: Construction

Budget Risk Level: HIGH

Schedule Risk level: HIGH

2006 Budget Schedule: 2009

2007 Budget Schedule: 2009

Comment

Budget Risk: Existing ground conditions at the station site pose a construction risk. Some of this risk was mitigated through the implementation of a prescriptive design following the completion of the test shaft program and extensive geotechnical exploration during the final design phase.

Schedule Risk: The tunnel work involves schedule risk, due mainly to the possiblilty of unforeseen ground conditions and behavior. The construction of the Beacon Hill Station is on the critical path of the C710 contract and the overall Initial Segment schedule.

MLK Jr. Way South

Status: Construction

Estimate Type: Construction

Budget Risk Level: MEDIUM

Schedule Risk level: HIGH

2006 Budget Schedule: 2009

2007 Budget Schedule: 2009

Comment

Budget Risk: The MLK construction involves extensive utility coordination, including the placement of existing overhead utilities in underground duct banks. The roadway construction poses a substantial risk of continued encounter of unknown quatities of contaminated and hazardous materials in acquired propoerties and along the existing street right of way.

Schedule Risk: Current projections indicate that the construction along MLK Jr. Way will be delayed beyond the contract alloted time. Schedule risks have been identified in conjunction with delays resulting from remediation and removal of contaminated and hazardous materials from work sites.

Tukwilla

Status: Construction

Estimate Type: Construction

Schedule Risk level: MEDIUM

Budget Risk Level: MEDIUM

2006 Budget Schedule: 2009

2007 Budget Schedule: 2009

Comment

Budget Risk: Sound Transit and the City of Tukwila have reached agreement on permit requirements for this line section, resulting in a significant reduction in the scope risk. The potential for encountering unknown or problematic geotechnical conditions during construction of the aerial guideway pose a risk.

Schedule Risk: The letting of an advanced utility relocation contract has reduced schedule risk. Adopted value engineering proposals created additional schedule flexibility, particularly with respect to the right of way acquisition program. Railroad agreement and potential archaeological investigation pose a schedule risk.

Maintenance Base

Status: Construction

Estimate Type: Construction

Schedule Risk level: HIGH

Budget Risk Level: HIGH

2006 Budget Schedule: 2009

2007 Budget Schedule: 2009

Comment

Budget Risk: Budget risk is high as a result of cost exposure due to contaminated materials at the site, and a number of unresolved issues with the contractor.

Schedule Risk: Because of various delays on this contract, the general contractor is forecasting a late completion date. Sound Transit is working with the contractor to complete the work as soon as possible. This segment is not proximate to the critical path for the overall project, but timely completion is required to support the testing of light rail vehicles.

Systems

Status: Construction

Estimate Type: Construction

Schedule Risk level: MEDIUM

Budget Risk Level: LOW

2006 Budget Schedule: 2009

2007 Budget Schedule: 2009

Comment

Budget Risk: Contracts for the power and signal systems were awarded below budget.

Schedule Risk: The schedule has been refined to optimize systems installations and create additional schedule flexibility for these contracts. Timely installation of systems is required to meet the baseline schedule. Some civil contract delays may require re-sequencing of system work to meet the schedule .

Light Rail Capital

Project

390 DSTT Debt Service

Description

Downtown Seattle Transit Tunnel Debt Service

Payment of a portion of King County Metro debt service on DSTT during construction. This portion will be capitalized. There is also a component that will be charged to Operations. The total costs 2005-2009 will be $32,076,012. Of that amount, $5,288,774 will be charged to Operations.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	0
2007 Proposed Budget (in $000)	24,919

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
North King County	2,209	11,868	8,974	0	1,508	0	0	0	24,558
South King County	0	0	0	0	361	0	0	0	361
Total	2,209	11,868	8,974	0	1,868	0	0	0	24,919

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
ROW Acquisition and Permits	2,209	11,868	8,974	0	1,868	0	0	0	24,919
Total	2,209	11,868	8,974	0	1,868	0	0	0	24,919

Light Rail Capital

Project

399 Initial Segment Project Reserve

Description

Unallocated project reserve for the Central Link Initial Segment that, if required, can be directed to augment contingencies allocated for individual line items within the Initial Segment budget. This project reserve may not be used for additional scope. A supermajority vote of the board is required to allocate these funds to the project.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	128,300
2007 Proposed Budget (in $000)	128,300

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
North King County	0	0	0	30,232	30,232	30,232	0	0	90,695
South King County	0	0	0	12,535	12,535	12,535	0	0	37,605
Total	0	0	0	42,767	42,767	42,767	0	0	128,300

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Contingency	0	0	0	42,767	42,767	42,767	0	0	128,300
Total	0	0	0	42,767	42,767	42,767	0	0	128,300

Light Rail Capital

Project **400** Airport Link

Description

Airport Link is a 1.7-mile light rail extension to be constructed between Tukwila International Boulevard station and the Airport that is planned to be completed by the end of 2009. The Airport Link route is at-grade and elevated, and includes a light rail station at the main terminal of Sea-Tac International Airport (the Airport) and a kiss-and-ride facility located on the east side of International Boulevard in the City of SeaTac. Final design is completed. Construction is scheduled to commence in Fall of 2006.

Summaries

Baseline (in $000)	243,600
2006 Adopted Budget (in $000)	243,600
2007 Proposed Budget (in $000)	243,600

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	11,785	39,383	80,023	94,036	18,373	0	0	0	243,600
Total	11,785	39,383	80,023	94,036	18,373	0	0	0	243,600

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	721	1,305	1,047	1,006	922	0	0	0	5,000
Pre-Engineering/Env Review	4,773	138	120	42	0	0	0	0	5,073
Final Design and Specification	2,900	6,711	2,798	1,890	1,106	0	0	0	15,405
ROW Acquisition and Permits	2,162	8,968	3,695	1,174	4,000	0	0	0	20,000
Construction	262	18,053	65,126	73,433	6,649	0	0	0	163,522
Construction Services	2	600	3,400	4,400	2,098	0	0	0	10,500
Third Parties	965	333	338	592	372	0	0	0	2,600
Vehicles	0	2,774	2,500	9,500	726	0	0	0	15,500
Contingency	0	500	1,000	2,000	2,500	0	0	0	6,000
Total	11,785	39,383	80,023	94,036	18,373	0	0	0	243,600

Risk Assesment :

Status: Construction

Estimate Type: Construction

Budget Risk Level: HIGH

Schedule Risk level: HIGH

2006 Budget Schedule: 2009

2007 Budget Schedule: 2009

Comment

Budget Risk: Budget risk for the Airport Link project is high. Primary risk factors are associated with system work. The civil construction bid came in lower than the engineer's cost estimate.

Schedule Risk: Coordination requirements with the Port of Seattle pose schedule challenges.

Light Rail Capital

Project

500 Tacoma Link

Description

Tacoma Link runs between downtown Tacoma and the multimodal regional transit center at the Tacoma Dome. The line operates at-grade and provides connections to downtown offices, the theater district and the University of Washington's Tacoma Campus. The Tacoma Link Project was completed on time and is projected to be under budget when project close-out is completed.

Summaries

Baseline (in $000)	80,416
2006 Adopted Budget (in $000)	80,416
2007 Proposed Budget (in $000)	80,416

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	76,547	3,869	0	0	0	0	0	0	80,416
Total	76,547	3,869	0	0	0	0	0	0	80,416

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	4,538	78	0	0	0	0	0	0	4,616
Pre-Engineering/Env Review	6,194	0	0	0	0	0	0	0	6,194
Final Design and Specification	3,994	0	0	0	0	0	0	0	3,994
ROW Acquisition and Permits	2,481	149	0	0	0	0	0	0	2,630
Construction	51,330	1,228	0	0	0	0	0	0	52,558
Vehicles	7,575	469	0	0	0	0	0	0	8,043
System Testing and Startup	434	198	0	0	0	0	0	0	632
Contingency	0	1,747	0	0	0	0	0	0	1,747
Total	76,547	3,869	0	0	0	0	0	0	80,416

CAPITAL PROJECTS PROGRAM SUMMARY

Regional Express and Sounder programs are part of the regional high-capacity transit network that was approved by Puget Sound voters in 1996. The programs include capital facilities and access improvements to support the Sounder commuter rail and ST Express bus service. The Capital Projects Department focuses on the delivery of the capital facilities projects and utilizes its considerable expertise and experience to complete the Sound Transit capital program effectively, and transfer to the Transportation Services Department (TSD) high quality facilities ready for service operations.

Sounder Program Summary

The Sounder Commuter Rail program includes design and construction of the infrastructure needed to support a commuter rail system with peak-hour passenger train service to 12 stations along an 82-mile corridor between Everett in Snohomish County and Lakewood in Pierce County. The Sounder capital projects are grouped within three segments of the corridor: Everett-to-Seattle, Seattle-to-Tacoma, and Tacoma-to-Lakewood. Burlington Northern Santa Fe Railroad (BNSF) owns the right-of-way between Everett and Tacoma. Sound Transit owns about 7 miles of right-of-way at the south end of the corridor in Lakewood and Tacoma, and is acquiring about 1.2 miles of right-of-way to close the gap between the northern end of this right-of-way and the Tacoma Dome Station in Tacoma.

Everett to Seattle Segment

The Everett to Seattle segment is a 35-mile long BNSF railroad corridor that includes three Sounder commuter rail stations—Everett, Mukilteo, and Edmonds. In 2003, Sound Transit and BNSF executed agreements that allowed commuter rail service in the corridor to begin with stops in Edmonds and Everett. Mukilteo is scheduled to begin service in 2007. The agreements provide Sound Transit four perpetual commuter rail, round-trip service easements that are tied to Sound Transit delivering to BNSF environmental permits and approvals for track and signal improvements throughout the corridor. The final permit was completed and certified to BNSF in August 2006. The BNSF track and signal improvements will replace three single track sections in the corridor with double tracking and increase the capacity of the system. The first round trip went into service in December 2003 and the second in June 2005. We expect to phase in the remaining service beginning in late 2007.

Seattle to Tacoma Segment

This Sounder segment is a 40-mile long BNSF railroad corridor between Seattle and Tacoma that includes seven Sounder commuter rail stations—King Street (Seattle), Tukwila, Kent, Auburn, Sumner, Puyallup, and Tacoma. The service at Tukwila is being provided at a temporary facility. Sound Transit is working with the cities of Tukwila and Renton to define the scope and sequencing of permanent station improvements in keeping with local development plans.

Extensive track and signal improvements throughout the 40-mile Seattle to Tacoma corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor to support nine round trip Sounder trains so that commuter rail operation does not compromise freight mobility in the Puget Sound area. Together, the partnership is accomplishing approximately $343 million in rail capacity improvements, including a new train control signal system, railroad crossing safety improvements, and approximately 25 miles of track upgrades. The first phase of improvements was completed in 2004. At the end of 2006, the second phase of improvements will be approximately 65% complete with remaining work scheduled for completion by mid-2008.

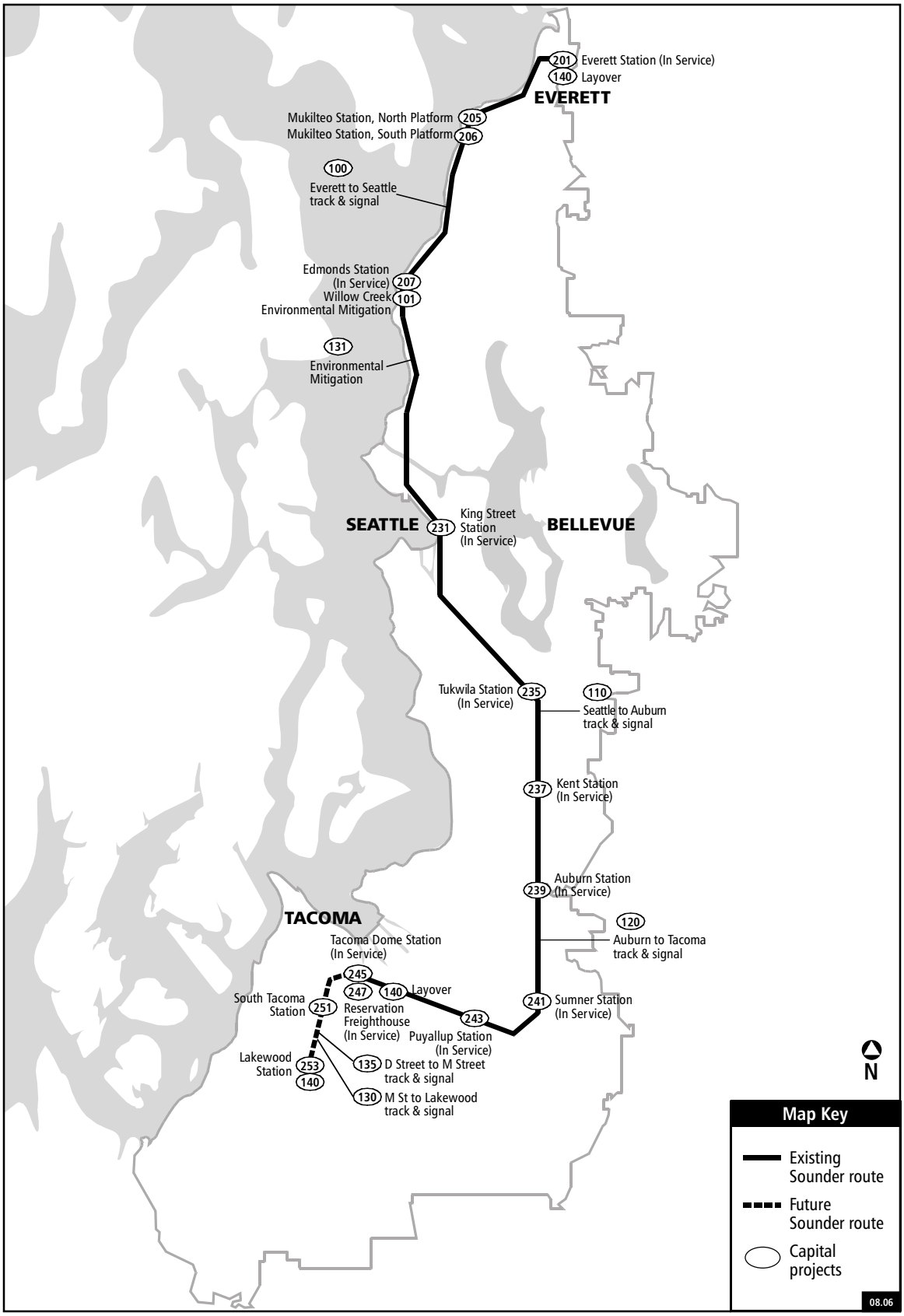
Tacoma to Lakewood Segment

This Sounder segment is eight-miles long, including over one mile of new track to be constructed by Sound Transit and seven miles of track purchased from BNSF that will be upgraded to commuter rail standards by Sound Transit. Property acquisition for the new track portion began in 2003 and will be completed in early to mid-2007. This corridor will serve two stations in South Tacoma and Lakewood and will connect to the Seattle to Tacoma segment at the Tacoma Dome Station at Freighthouse Square. Construction of the Lakewood Station is scheduled to begin at the end of 2006.

Sounder Systemwide

Layover facilities are a systemwide element of the Sounder capital program. The Layover project includes three facilities for overnight train layover at Everett, Seattle, and Lakewood. Currently a layover facility is in service at Everett, a layover facility is in service near King Street Station in Seattle, and a temporary layover facility is in service at Tacoma and will be replaced by the layover project to be constructed at Lakewood.

SOUNDER COMMUTER RAIL



Sounder Capital Plan

For Sounder capital projects, the Proposed lifetime capital budget (1997 – 2009) is $1.2 billion with a Proposed 2007 annual spending plan of $199.8 million. The yearly spending plan reflects an increase of $47.4 million compared to the Adopted 2006 spending plan.

In 2007, the Sounder program work will include progress on the remaining track and signal improvements needed to implement additional service. The final stage construction on Everett Station is scheduled for completion by 3rd quarter 2007. The Mukilteo Station, North Platform will be completed and open for service in 2007. Design work for interim improvements, completed in 2006, will be used to determine the appropriate level of investment that should be made at Edmonds Station prior to incorporating the station into the new Edmonds Crossing project. The Edmonds Crossing project is a new multimodal terminal under development by the Washington State Ferries and will be located southwest of the existing station.

In the Seattle to Tacoma corridor segment, Phase 1 track and signal improvements were completed in 2004 and Phase 2 track and signal improvements will be 65% complete at the end of 2006 and be completed mid-2008.

In the Tacoma to Lakewood corridor, the Track and Signal project has been split into two projects – M Street to Lakewood and D Street to M Street to better reflect project management and delivery of these two projects. The construction of the M Street to Lakewood Track and Signal project will begin in early 2007. Lakewood Station will be available for regional and local bus service in the second quarter of 2008.

Changes in the Proposed 2007 Budget

Transfers to and from Capital Program Subarea Reserves:

Snohomish County:

- Everett Station: Increased project budget by $1.9 million based on the engineer's estimate for construction. The transfer restores $453 thousand of project contingency previously moved to the corridor reserve.
- Mukilteo Station, South Platform: Increased project budget by $967 thousand for expected higher ROW costs and to reflect construction cost estimate prepared at the 60% design level which came in higher than anticipated. The transfer restores a portion of project contingency previously moved to the corridor reserve.
- Layover: Increased by $96 thousand to cover OCIP and allocated administrative costs.

South King County:

- No change.

Pierce County:

- Sumner Station: Reduced by $104 thousand; $36 thousand is realized savings and $68 thousand will be transferred to Transportation Services.

Budget Changes:

- D to M Street Track and Signal (135): In addition to the transfer of $74.5 million from Tacoma to Lakewood Track and Signal, the project budget is being increased by $1.5 million to reflect a STP grant to complete final design.

Project Splits/Name Changes

- Mukilteo Station has been split into two projects Mukilteo Station, North Platform (205), and Mukilteo Station, South Platform (206). Mukilteo Station, North Platform budget is being reduced by $8.6 million to help fund the South Platform project, the remaining difference is

being funded from the program reserve.

  - 205 – Mukilteo Station, North Platform - $9.6 million
  - 206 – Mukilteo Station, South Platform - $9.6 million

- Tacoma to Lakewood Track and Signal has been split into two projects D to M Street Track and Signal (135) and M Street to Lakewood Track and Signal (130). M Street to Lakewood Track and Signal budget is being reduced by $74.5 million to fund the new D to M Street Track & Signal project.
  - 130 – M Street to Lakewood Track and Signal - $73.6 million
  - 135 - D to M Street Track and Signal - $74.5 million
- Everett-Seattle Track and Signal has been split into two projects Everett-Seattle Track and Signal (100) and Willow Creek Environmental Mitigation (101). Everett-Seattle Track and Signal budget has been reduced by $1 million to fund the Willow Creek Environmental Mitigation project.
  - 100 - Everett-Seattle Track and Signal – 303.3 million
  - 101 – Willow Creek Environmental Mitigation - 1 million

Transfer of Program Funds to Transportation Services

- Ticket Vending Machines (TVM's) - Procurement of the TVM's has been completed and machines have been installed at the in-service stations. The remaining machines are stored in a warehouse until the remaining stations are under construction. All new stations will be designed to accommodate TVM's. The installation and testing of the machines, as new stations are ready to go into service, will be done by TSD.
- Closed-Circuit Television (CCTV) – Equipment has been purchased and is being stored until it can be installed in the stations that are yet to be completed. All new stations will be designed to accommodate CCTV. The installation and testing of the CCTV systems as new stations are ready to go into service will be done by TSD.
- Sumner Station – The project budget reserved $68 thousand to convert an existing lease into an outright purchase. The $68 thousand will be transferred to TSD. The remaining budget of $36 thousand will be captured as savings in the Pierce County program reserve.

Transfer of Program Funds from Regional Express

- Transfer of $357 thousand in budget and historical expenses from Regional Express project SR 512 Park & Ride Expansion (362) to Sounder project Lakewood Station (253). These projects were combined into the Lakewood Station project in the 2003 budget and the SR 512 Park & Ridge Expansion project was closed.

Sounder Schedule Changes

Old Completion Date/**New Completion Date**

Project	2005	2006	2007	2008	2009
100 Everett-Seattle T & S			**4Q 2007**	2Q 2008	
131 Permitting/ Environmental Mitigation				2Q 2008 **3Q 2008**	
201 Everett Station		4Q 2006	**3Q 2007**		
205 Mukilteo Station, North Platform			**3Q 2007**	3Q 2008	
130 M St.-Lakewood T & S			4Q 2007	**3Q 2008**	
251 South Tacoma Station			2Q 2007	**1Q 2008**	
253 Lakewood Station			3Q 2007	**1Q 2008**	
110 Seattle-Auburn T & S			4Q 2007	**2Q 2008**	
120 Auburn-Tacoma T & S			4Q 2007	**2Q 2008**	
140 Layover			4Q 2007	**4Q 2008**	

The completion dates in the table above reflect when construction is substantially complete and the facility will be open for service. These dates do not include the project closeout effort, which can extend between twelve to eighteen months beyond the completion of construction as occupancy permits are issued, liens released, final invoices are processed, claims are negotiated and settled, and remaining budget is returned to program reserves.

Scope, Schedule and Budget Risks

- **Seattle – Tacoma Track and Signal:** Phase II improvements have been delayed by a little over two years due to delays in third-party activities upon which BNSF's scheduled work depended. Obtaining needed right-of-way from WSDOT related to improvements at King Street Station may continue to impact the schedule. WSDOT has agreed to fund $8.0 million in betterments associated with additional track and signal improvements located at King Street Station to increase capacity for Amtrak passenger service.
- **Tacoma – Lakewood Track and Signal, D Street to M Street:** Implementation of service between Lakewood and Tacoma is dependent upon the resolution of technical and operational issues associated with the design, construction, and operation of the 1.2 mile segment of new track between D Street and M Street. The project schedule has been impacted as a result of the additional work required to assess whether or not there is another feasible alignment. The option currently under review would provide a grade separated alignment. Budget will likely be affected due to the additional cost of the bridge structure required to provide the grade separation. Grade separated improvements were not originally envisioned as a part of the Sound Move project.
- **Mukilteo Station (205/206):** Service at Mukilteo is dependent on BNSF's schedule for the improvements in the rail corridor. The north platform of the Mukilteo Station will be completed in 2007. The full build-out of the station is dependent upon resolution of a complex real property transaction for use of the property adjoining the rail right-of-way

within budget and schedule.

- **Tukwila Station (236):** A temporary station is in service at Tukwila. Design and construction of a permanent station has been impacted by the planned implementation by the Cities of Renton and Tukwila, of other major improvements in the project area. Design of a permanent station is being advanced to complement the cities' planning processes, but it is unlikely that sufficient funding will be identified to fully implement this project as part of *Sound Move*.
- **Layover (140**): Current uncertainties associated with third-party agreements regarding scope and existing budget constraints place this schedule at risk.
- **South Tacoma Station (251):** Delays created by the legal processes associated with property acquisition are impacting the budget and schedule for the project.

Baseline Budgets

The following is a list of active projects with baselines established in 2006.

- Mukilteo Station, North Platform (205)
- Lakewood Station (253)

Sounder

2007 Proposed Budget By Equity Area

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
Snohomish County	221,894	64,826	74,765	16,058	3,608	1,574	0	0	382,725
South King County	280,115	21,619	29,804	23,961	5,136	335	0	0	360,969
Pierce County	266,705	16,064	95,270	55,686	25,365	12,222	0	0	471,313
Sounder	**768,713**	**102,509**	**199,839**	**95,706**	**34,109**	**14,131**	**0**	**0**	**1,215,007**

2007 Proposed Budget By Phase

Phase	1997-2004	2006	2007	2008	2009	2010	2011	Future Years	Total
10 Agency Administration	32,235	4,678	5,879	2,984	1,770	597	0	0	48,142
20 Pre-Engineering/Env Review	24,296	409	1,322	574	255	65	0	0	26,921
30 Final Design and Specification	21,482	7,999	3,202	1,060	250	37	0	0	34,030
40 ROW Acquisition and Permits	237,646	46,031	59,523	9,104	1,114	220	0	0	353,638
50 Construction	318,550	48,917	127,459	49,493	2,535	338	0	0	547,292
70 Vehicles	134,505	-7,091	2,384	2,992	2,384	1,207	0	0	136,381
90 Contingency	0	1,565	69	29,499	25,801	11,668	0	0	68,603
Sounder	**768,713**	**102,509**	**199,839**	**95,706**	**34,109**	**14,131**	**0**	**0**	**1,215,007**

2007 Proposed Budget By Project

Sounder

Project Number and Name	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
100 Everett-Seattle Track & Signal	196,802	51,857	51,207	3,459	0	0	0	0	303,326
101 Willow Creek Environmental Mitigation	0	123	627	191	60	0	0	0	1,001
110 Seattle-Auburn Track & Signal	187,506	19,929	26,487	21,546	0	0	0	0	255,469
120 Auburn-Tacoma Track & Signal	150,320	17,655	24,623	12,697	0	0	0	0	205,295
130 M Street-Lakewood Track & Signal	46,318	-15,371	34,769	7,885	0	0	0	0	73,601
131 Permitting/Environmental Mitigation	824	1,521	6,183	471	753	536	0	0	10,288
135 D Street-M Street Track & Signal	0	3,986	13,455	25,084	21,949	11,551	0	0	76,025
140 Layover	13,393	3,175	5,754	2,022	0	0	0	0	24,344
150 Nisqually-Lakewood ROW	14,750	23	1,329	0	0	0	0	0	16,101
201 Everett Station	17,389	6,154	5,232	0	0	0	0	0	28,774
205 Mukilteo Station, North Platform	1,190	3,029	4,888	463	0	0	0	0	9,570
206 Mukilteo Station, South Platform	0	0	974	4,831	2,768	1,038	0	0	9,611
207 Edmonds Station (Temporary)	---------- In Service ----------								228
209 Edmonds Station	0	4,207	4,917	3,727	27	0	0	0	12,878
231 King Street Station	---------- In Service ----------								7,928
233 Boeing Access Rd Station	---------- Closed ----------								65
235 Tukwila Station (Temporary)	---------- In Service ----------								3,282
236 Tukwila Station	0	8,554	677	1,286	5,136	335	0	0	15,989
237 Kent Station	---------- In Service ----------								32,388
239 Auburn Station	---------- In Service ----------								25,815
241 Sumner Station	---------- In Service ----------								8,741
243 Puyallup Station	---------- In Service ----------								13,336
245 Tacoma Dome Station	---------- In Service ----------								9,767
247 Reservation-Freighthouse	---------- In Service ----------								19,889
251 South Tacoma Station	1,978	3,922	4,543	1,071	0	0	0	0	11,515
253 Lakewood Station	5,684	3,338	13,881	7,272	2,745	0	0	0	32,920
255 Lakewood CBD	---------- Completed ----------								1,816
600 Sounder Program Reserve	0	0	0	3,701	671	671	0	0	5,043
Sounder	**768,713**	**102,509**	**199,839**	**95,706**	**34,109**	**14,131**	**0**	**0**	**1,215,007**

Sounder

Project **100** Everett-Seattle Track & Signal

Description

Scope: Sound Transit has agreements with Burlington Northern Santa Fe (BNSF) to purchase commuter rail easements for service between Seattle and Everett. The agreements call for Sound Transit to make payments to BNSF on specific dates; $79M - 12/17/2003, $79M - 12/17/2004, $50M - 12/17/2006, $50M - 12/17/2007. This line item includes capital costs for facilities and vehicles, design and construction of median improvements and track mitigation.

Changes since 2006: Willow Creek Environmental Mitigation has been split out of Track & Signal and made its own project (101), $1M in budget is being moved to the new project.

Summaries

Baseline (in $000)	304,259
2006 Adopted Budget (in $000)	304,326
2007 Proposed Budget (in $000)	303,326

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	196,802	51,857	51,207	3,459	0	0	0	0	303,326
Total	196,802	51,857	51,207	3,459	0	0	0	0	303,326

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	6,095	1,778	1,091	217	0	0	0	0	9,181
Pre-Engineering/Env Review	3,951	6	0	0	0	0	0	0	3,957
Final Design and Specification	11	0	0	0	0	0	0	0	11
ROW Acquisition and Permits	158,091	50,073	50,056	0	0	0	0	0	258,219
Construction	612	0	61	27	0	0	0	0	700
Vehicles	28,043	0	0	0	0	0	0	0	28,043
Contingency	0	0	0	3,215	0	0	0	0	3,215
Total	196,802	51,857	51,207	3,459	0	0	0	0	303,326

Risk Assesment :

Status: Construction

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Sounder

Project **101** Willow Creek Environmental Mitigation

Description

Scope: This project includes the final design and construction of a new culvert that will allow Willow Creek to cross the railroad tracks once the creek is day lighted as part of the Edmonds Crossing Project. The culvert is required as part of a commitment made by the Sound Transit Board and as compensatory mitigation for environmental impacts. Sound Transit will contract with BNSF for both final design and construction.

Changes since 2006: Project split out from the Everett-Seattle Track & Signal improvement project 100, $1M in budget moved to this project.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	0
2007 Proposed Budget (in $000)	1,001

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	123	627	191	60	0	0	0	1,001
Total	0	123	627	191	60	0	0	0	1,001

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	3	16	5	2	0	0	0	26
Final Design and Specification	0	120	0	0	0	0	0	0	120
Construction	0	0	611	127	0	0	0	0	738
Contingency	0	0	0	58	58	0	0	0	116
Total	0	123	627	191	60	0	0	0	1,001

Risk Assesment :

Status: Final Design

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: NA

2007 Budget Schedule: 2009

Sounder

Project **110** Seattle-Auburn Track & Signal

Description

Scope: This project is the Seattle to Auburn portion of the 40-mile segment from Seattle to Tacoma, located in the existing BNSF mainline railroad corridor, is made up of this project and Auburn to Tacoma Track and Signal, project 120. The costs are allocated to the two projects based on track miles. The extensive track and signal improvements throughout the corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor so that additional passenger trains do not compromise freight mobility in the Puget Sound area. Phase I track improvements have been completed. Passenger service began in September 2000 with two round-trip trains per weekday. Currently, four round trips per day are running, as well as special event service for weekend sports and community events. Sound Transit's agreement with BNSF allows nine round-trip trains to Lakewood when track and signal improvements are complete. We have a commitment letter from WSDOT for an $8M betterment for the increased scope of work for the WSDOT track modification for King Street Station. This is not included in the project budget, the betterment is split between Seattle-Auburn and Auburn-Tacoma Track and Signal projects.

Changes since 2006 budget: Board approved budget amendment R2006-11 moving $712K in budget to Reservation-Freighthouse (247).

Summaries

Baseline (in $000)	316,549
2006 Adopted Budget (in $000)	255,469
2007 Proposed Budget (in $000)	255,469

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	187,506	19,929	26,487	21,546	0	0	0	0	255,469
Total	187,506	19,929	26,487	21,546	0	0	0	0	255,469

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	8,470	460	549	447	0	0	0	0	9,926
Pre-Engineering/Env Review	5,890	28	0	0	0	0	0	0	5,918
Final Design and Specification	4,849	26	19	0	0	0	0	0	4,894
ROW Acquisition and Permits	25	9	0	0	0	0	0	0	34
Construction	118,580	19,406	25,920	18,051	0	0	0	0	181,957
Vehicles	49,692	0	0	0	0	0	0	0	49,692
Contingency	0	0	0	3,049	0	0	0	0	3,049
Total	187,506	19,929	26,487	21,546	0	0	0	0	255,469

Risk Assesment :

Status: Construction

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2008

Sounder

Project

120 Auburn-Tacoma Track & Signal

Description

Scope: This project is the Auburn to Tacoma portion of the 40-mile segment from Seattle to Tacoma, located in the existing BNSF mainline railroad corridor, is made up of this project and Seattle to Auburn Track and Signal, project 110. The costs are allocated to the two projects based on track miles. The extensive track and signal improvements throughout the corridor are being made through a partnership between Sound Transit and BNSF. These improvements will increase the rail capacity of the corridor so that additional passenger trains do not compromise freight mobility in the Puget Sound area. Phase I track improvements have been completed. Passenger service began in September 2000 with two round-trip trains per weekday. Currently, four round trip trains per day are running, as well as special event service for weekend sports and community events. Sound Transit's agreement with BNSF allows nine round-trip trains to Lakewood when track and signal improvements are complete. We have a commitment letter from WSDOT for an $8M betterment for the increased scope of work for the WSDOT track modification for King Street Station. This is not included in the project budget, the betterment is split between Seattle-Auburn and Auburn-Tacoma Track and Signal projects.

Changes since 2006: Board approved budget amendment R2006-11 moving $423K in budget to Reservation-Freighthouse (247).

Summaries

Baseline (in $000)	248,802
2006 Adopted Budget (in $000)	205,295
2007 Proposed Budget (in $000)	205,295

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	150,320	17,655	24,623	12,697	0	0	0	0	205,295
Total	150,320	17,655	24,623	12,697	0	0	0	0	205,295

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	6,609	397	492	254	0	0	0	0	7,752
Pre-Engineering/Env Review	4,807	0	0	0	0	0	0	0	4,807
Final Design and Specification	3,891	47	0	0	0	0	0	0	3,938
ROW Acquisition and Permits	2	9	0	0	0	0	0	0	12
Construction	96,149	17,201	24,131	9,582	0	0	0	0	147,063
Vehicles	38,863	0	0	0	0	0	0	0	38,863
Contingency	0	0	0	2,861	0	0	0	0	2,861
Total	150,320	17,655	24,623	12,697	0	0	0	0	205,295

Risk Assesment :

Status: Construction

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2007

2007 Budget Schedule: 2008

Sounder

Project

130 M Street-Lakewood Track & Signal

Description

Scope: To extend Sounder service to South Tacoma and Lakewood Stations, Sound Transit will be reconstructing 7 Miles of the Lakeview Subdivision tracks, installing a new signal system, and upgrading crossings from M St. to Bridgeport in Lakewood.

Change since 2006: The new connection from D to M Street Track and Signal has been removed from this scope and is a new project (135). $74.5M in budget is being moved from the project previously titled "Tacoma to Lakewood Track and Signal" to the new project.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	148,126
2007 Proposed Budget (in $000)	73,601

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	46,318	-15,371	34,769	7,885	0	0	0	0	73,601
Total	46,318	-15,371	34,769	7,885	0	0	0	0	73,601

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	2,530	-126	789	179	0	0	0	0	3,372
Pre-Engineering/Env Review	2,887	-1,395	0	0	0	0	0	0	1,492
Final Design and Specification	2,930	240	0	0	0	0	0	0	3,170
ROW Acquisition and Permits	20,020	-7,898	0	0	0	0	0	0	12,122
Construction	45	1,823	33,980	4,727	0	0	0	0	40,575
Vehicles	17,907	-8,015	0	0	0	0	0	0	9,891
Contingency	0	0	0	2,979	0	0	0	0	2,979
Total	46,318	-15,371	34,769	7,885	0	0	0	0	73,601

Risk Assesment :

Status: Final Design

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Sounder

Project **131** Permitting/Environmental Mitigation

Description

Scope: The Agreement between BNSF and Sound Transit signed in December 2003 commits Sound Transit to acquire all of the permits necessary for BNSF improvements identified in the Environmental Impact Statement. Sound Transit is also responsible for implementing the off-site mitigation required for the project.

The mitigation scope includes the purchase of three properties in the Snohomish River Estuary, the purchase and demolition of the Meadowdale Marina and a small freshwater wetland enhancement project in the Town of Woodway.

Budget in 2009 and 2010 is for post construction mitigation and monitoring.

Changes since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	10,288
2007 Proposed Budget (in $000)	10,288

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	824	1,521	6,183	471	753	536	0	0	10,288
Total	824	1,521	6,183	471	753	536	0	0	10,288

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	39	84	304	23	37	26	0	0	513
Pre-Engineering/Env Review	664	242	371	302	187	54	0	0	1,820
Final Design and Specification	0	299	81	0	0	0	0	0	380
ROW and Construction	121	896	5,427	78	0	0	0	0	6,523
Contingency	0	0	0	67	529	456	0	0	1,052
Total	824	1,521	6,183	471	753	536	0	0	10,288

Risk Assesment :

Status: Conceptual Estimate

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2008

Sounder

Project **135** D Street-M Street Track & Signal

Description

Scope: Design and construct a track connection between the existing tracks at the Tacoma Dome Station to the Lakeview Subdivision Line. A study is underway on the feasibility of eliminating the proposed at-grade crossings of Pacific Ave. and South Tacoma Way by providing an overpass across Pacific Ave. and realigning the proposed tracks to avoid crossing South Tacoma Way.

Changes since 2006: This project was split out of the Tacoma to Lakewood Track project 130, $74.5M in budget is being moved here from project 130. The additional $1.5M in the budget is STP funding to complete the design of the project.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	0
2007 Proposed Budget (in $000)	76,025

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	0	3,986	13,455	25,084	21,949	11,551	0	0	76,025
Total	0	3,986	13,455	25,084	21,949	11,551	0	0	76,025

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	448	560	762	914	481	0	0	3,166
Pre-Engineering/Env Review	0	706	686	271	68	11	0	0	1,742
Final Design and Specification	0	1,908	1,854	733	184	29	0	0	4,708
ROW and Construction	0	0	7,970	10,754	1,256	252	0	0	20,233
Vehicles	0	924	2,384	2,992	2,384	1,207	0	0	9,891
Contingency	0	0	0	9,571	17,142	9,571	0	0	36,284
Total	0	3,986	13,455	25,084	21,949	11,551	0	0	76,025

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☑ Right of Way Costs
- ☑ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☑ Shared Project funding
- ☐ Utilities Relocation ☑ Project Location
- ☐ Coordination

Schedule Risk level: HIGH

2006 Budget Schedule:

2007 Budget Schedule: 2010

Sounder

Project

140 Layover

Description

Scope: Storage tracks and facilities for overnight layover of trains are required at Tacoma, Everett, and Lakewood. Layover tracks are a system-wide improvement because the benefits of the investments in yard and layover facilities are not directly related to the locations where they are constructed. The costs and budget are allocated to 3 subareas based on vehicle-miles with 26 weekday train trips in service. The budget includes a $12.7 million pass-through state grant to Amtrak. The Amtrak pass-through money is also allocated to subareas, but has no ST administrative costs or budget associated with it. The budget for layover facilities is assigned to the 3 commuter rail subareas by formula, regardless of where the facilities are constructed.

Changes since 2006: Increased by $96 thousand to cover OCIP and allocated administrative costs.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	24,248
2007 Proposed Budget (in $000)	24,344

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	2,646	750	737	168	0	0	0	0	4,300
South King County	4,887	737	2,493	847	0	0	0	0	8,965
Pierce County	5,860	1,689	2,524	1,007	0	0	0	0	11,080
Total	13,393	3,175	5,754	2,022	0	0	0	0	24,344

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	442	175	246	82	0	0	0	0	945
Pre-Engineering/Env Review	58	81	0	0	0	0	0	0	139
Final Design and Specification	17	428	0	0	0	0	0	0	445
ROW Acquisition and Permits	0	870	0	0	0	0	0	0	870
Construction	12,876	1,621	5,508	1,207	0	0	0	0	21,213
Contingency	0	0	0	732	0	0	0	0	732
Total	13,393	3,175	5,754	2,022	0	0	0	0	24,344

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Sounder

Project

150 Nisqually-Lakewood ROW

Description

Scope: This project acquires property from BNSF along with required due diligence and property management activities. There will be no design or construction activity, property maintenance will be the responsibility of BNSF until final payments are made. At that time, the responsibility for property maintenance will transfer to Sound Transit.

Changes since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	16,101
2007 Proposed Budget (in $000)	16,101

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	14,750	23	1,329	0	0	0	0	0	16,101
Total	14,750	23	1,329	0	0	0	0	0	16,101

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	1	0	0	0	0	0	0	0	1
ROW Acquisition and Permits	14,749	23	1,329	0	0	0	0	0	16,100
Total	14,750	23	1,329	0	0	0	0	0	16,101

Risk Assesment :

Status: Negotiated

Estimate Type: Negotiated

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Sounder

Project

201 Everett Station

Description

Scope: Everett Station is a multimodal station accommodating Amtrak, Greyhound, Everett Transit, Community Transit, Sound Transit Express Bus, Sounder Commuter Rail, charters, taxis, and shuttles. The initial phase of the project was developed by the City of Everett.

Sound Transit is responsible for construction of the final phase of the station, including demolition and remediation on the east side of the tracks, the east parking lot (440 stalls), a pedestrian bridge over the tracks connecting the east parking lot to the commuter rail platform, pedestrian access plazas on both sides of the tracks, completion of the north portion of the south parking lot (total 300 parking stalls), and a small operations building on the west side of the tracks to house light maintenance supplies, security personnel and BNSF train crews.

Changes since 2006: Budget has been increased by $1.9M to reflect the 100% design estimate.

Summaries

Baseline (in $000)	26,872
2006 Adopted Budget (in $000)	26,872
2007 Proposed Budget (in $000)	28,774

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	17,389	6,154	5,232	0	0	0	0	0	28,774
Total	17,389	6,154	5,232	0	0	0	0	0	28,774

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	1,024	388	252	0	0	0	0	0	1,665
Pre-Engineering/Env Review	1,192	3	0	0	0	0	0	0	1,195
Final Design and Specification	1,199	194	0	0	0	0	0	0	1,393
ROW Acquisition and Permits	7,107	113	0	0	0	0	0	0	7,220
Construction	6,867	4,766	4,910	0	0	0	0	0	16,544
Contingency	0	689	69	0	0	0	0	0	758
Total	17,389	6,154	5,232	0	0	0	0	0	28,774

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2006

2007 Budget Schedule: 2007

Comment

Cost escalation due to market conditions.

Sounder

Project **205** Mukilteo Station, North Platform

Description

Scope: The Mukilteo Station has been divided into two projects. Work elements included in this project are the north platform, surface parking, sidewalk, foundations for the building and pedestrian bridge, landscaping and lighting.

Changes since 2006: Mukilteo Station 205 was split into this project (North Platform) and 206 (Mukilteo Station, South Platform). $8.6M in budget is being moved to the South Platform Project.

Summaries

Baseline (in $000)	9,810
2006 Adopted Budget (in $000)	18,214
2007 Proposed Budget (in $000)	9,570

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	1,190	3,029	4,888	463	0	0	0	0	9,570
Total	1,190	3,029	4,888	463	0	0	0	0	9,570

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	115	195	266	25	0	0	0	0	602
Pre-Engineering/Env Review	618	65	0	0	0	0	0	0	684
Final Design and Specification	318	1,222	324	0	0	0	0	0	1,864
ROW and Construction	138	1,546	4,298	0	0	0	0	0	5,983
Contingency	0	0	0	438	0	0	0	0	438
Total	1,190	3,029	4,888	463	0	0	0	0	9,570

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2008

2007 Budget Schedule: 2007

Sounder

Project **206** Mukilteo Station, South Platform

Description

Scope: The Mukilteo Station, South Platform project will construct the 2nd platform, stair & elevator towers for both platforms and the pedestrian bridge connecting them. A contribution towards a surface parking lot to be constructed by Washington State Ferries is also included. The Mukilteo Water District will be signing an agreement for a $240K betterment towards the costs of extending the existing water sewer system, this will not be reflected in the project budget.

Changes since 2006: Mukilteo Station is being split into two projects, the North Platform (205) and the South Platform (206). $8.644M in budget is being moved to the South Platform Project from project 205. $967K is being added to the project from the program reserve.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	0
2007 Proposed Budget (in $000)	9,611

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	0	974	4,831	2,768	1,038	0	0	9,611
Total	0	0	974	4,831	2,768	1,038	0	0	9,611

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	0	53	262	150	56	0	0	521
Final Design and Specification	0	0	556	270	66	8	0	0	900
ROW and Construction	0	0	366	4,299	2,367	305	0	0	7,336
Contingency	0	0	0	0	186	668	0	0	854
Total	0	0	974	4,831	2,768	1,038	0	0	9,611

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: MEDIUM

- ☑ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☑ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: HIGH

2006 Budget Schedule: NA

2007 Budget Schedule: 2009

Comment

Project dependant upon schedule to construct 2nd track.

Sounder

Project

209 Edmonds Station

Description

Scope: Edmonds is currently served by a temporary platform east of the tracks at the Edmonds Amtrak Station. It will be an interim station until such time as the Edmonds Crossing multimodal station led by the Washington State Ferries is funded and built. When BNSF constructs a second main line through Edmonds, as currently planned, construction will require removal of the temporary station platform. The interim station will include two platforms (shared with Amtrak), shelters for weather protection, short term parking for passenger drop off and pick up, and about 150 parking spaces. The station scope has been revisited to reflect the shorter lifespan (10-15 years) expected for the interim station due to the future Edmonds Crossing project.

To ensure continuous service is provided once BNSF starts construction of the second mainline, Sound Transit must build a new platform west of the tracks between Dayton and Main Streets, as an initial phase of development at this site.

Changes since 2006: Transferring $31K in budget to project 207 - Edmonds Temporary Station to cover expenses incurred.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	12,909
2007 Proposed Budget (in $000)	12,878

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	4,207	4,917	3,727	27	0	0	0	12,878
Total	0	4,207	4,917	3,727	27	0	0	0	12,878

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	299	196	149	1	0	0	0	644
Pre-Engineering/Env Review	0	829	0	0	0	0	0	0	829
Final Design and Specification	0	917	25	0	0	0	0	0	942
ROW Acquisition and Permits	0	2,085	55	17	3	0	0	0	2,160
Construction	0	77	4,641	2,765	22	0	0	0	7,506
Contingency	0	0	0	796	0	0	0	0	796
Total	0	4,207	4,917	3,727	27	0	0	0	12,878

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: TBD

2007 Budget Schedule: 2009

Sounder

Project **236** Tukwila Station

Description

Scope: Service to Tukwila is currently supported by a temporary station boarding area. Preliminary engineering is underway on the design of a permanent station. The permanent Tukwila Station may include two platforms with canopies, surface parking, a bus transfer facility, two ticket vending machines, and bike lockers, depending on the cost estimate for these elements. It will be constructed south of Longacres Way and west of the BNSF railroad tracks. Full build out of the permanent station improvements is dependant upon successful passage of Sound Transit 2. The current station budget is anticipated to fund a portion of the permanent station.

Changes since 2006: Transferring $35K in budget to project 235 - Tukwila Temporary Station to cover expenses incurred.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	16,024
2007 Proposed Budget (in $000)	15,989

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	0	8,554	677	1,286	5,136	335	0	0	15,989
Total	0	8,554	677	1,286	5,136	335	0	0	15,989

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	44	68	129	515	34	0	0	790
Pre-Engineering/Env Review	0	135	265	0	0	0	0	0	400
Final Design and Specification	0	0	344	56	0	0	0	0	400
ROW Acquisition and Permits	0	8,376	0	0	0	0	0	0	8,376
Contingency	0	0	0	1,101	4,620	302	0	0	6,023
Total	0	8,554	677	1,286	5,136	335	0	0	15,989

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Preliminary Engineering

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☑ Coordination

Schedule Risk level: HIGH

2006 Budget Schedule: TBD

2007 Budget Schedule: TBD

Comment

Risks being addressed in work underway to phase station construction.

Sounder

Project

247 Reservation-Freighthouse

Description

Scope: This project includes the construction of 1.3 miles of new track and signals for the Reservation - Freighthouse connection. The work is substantially complete except for the last phase of remediation. Remediation of a segment of the structural earth wall was required to address settlement that occurred beyond original estimates. Phase 3 remediation, which consists of the construction of concrete retaining walls supported by two rows of drilled shaft piles, will be complete in 2006.

Changes since 2006: A 2006 budget amendment for $3.1M ($1.7M - 33247 & $1.4M - 35247) was approved by the Board, Resolution No. R2006-11, to fund agency administration, final design and construction phases. The amendment transferred $1.1M in budget from Seattle - Auburn and Auburn - Tacoma Track & Signal; $973K from the South King County Program Reserve; and $980K from the Pierce County Program Reserve.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	19,889
2007 Proposed Budget (in $000)	19,889

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	9,851	789	147	0	0	0	0	0	10,787
Pierce County	8,134	823	145	0	0	0	0	0	9,102
Total	17,985	1,612	292	0	0	0	0	0	19,889

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	778	255	15	0	0	0	0	0	1,048
Pre-Engineering/Env Review	201	0	0	0	0	0	0	0	201
Final Design and Specification	960	353	0	0	0	0	0	0	1,313
ROW Acquisition and Permits	148	-148	0	0	0	0	0	0	0
Construction	15,897	276	277	0	0	0	0	0	16,450
Contingency	0	876	0	0	0	0	0	0	876
Total	17,985	1,612	292	0	0	0	0	0	19,889

Risk Assesment :

Status: Construction

Estimate Type: Construction

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2006

2007 Budget Schedule: 2006

Sounder

Project **251** South Tacoma Station

Description

Scope: The project is located between South 56th and South 60th Streets in South Tacoma. This station will provide service to South Tacoma and University Place residents to destinations along the Sounder Commuter Rail corridor and intercept those customers currently traveling north to the Tacoma Dome Station. The project includes a single-side platform with passenger amenities, surface parking for approximately 215 vehicles and a passenger drop-off zone.

Changes since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	11,515
2007 Proposed Budget (in $000)	11,515

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	1,978	3,922	4,543	1,071	0	0	0	0	11,515
Total	1,978	3,922	4,543	1,071	0	0	0	0	11,515

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	174	217	220	52	0	0	0	0	664
Pre-Engineering/Env Review	542	0	0	0	0	0	0	0	542
Final Design and Specification	727	469	0	0	0	0	0	0	1,195
ROW and Construction	536	3,236	4,323	101	0	0	0	0	8,196
Contingency	0	0	0	918	0	0	0	0	918
Total	1,978	3,922	4,543	1,071	0	0	0	0	11,515

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: MEDIUM

- [x] Right of Way Costs
- [ ] Scope Escalation/Change
- [ ] Design and Environmental regulations
- [ ] Unexpected Finding During Engineering
- [ ] Limited Budget Basis
- [ ] Shared Project funding
- [ ] Utilities Relocation
- [ ] Project Location
- [x] Coordination

Schedule Risk level: HIGH

2006 Budget Schedule: 2007

2007 Budget Schedule: 2008

Sounder

Project **253** Lakewood Station

Description

Scope: Lakewood Station will provide a 600 foot-long single-side platform for commuter rail, bus transit facilities for regional and local service, passenger shelters, and parking for approximately 620 vehicles in a structured garage. The station will be located at a site on Pacific Highway S., approximately 1/2 mile north of Bridgeport Way and approximately one mile south of the I-5/SR 512 interchange. In coordination with this project, the City of Lakewood is constructing street improvements on Pacific Highway SW and 47th Avenue SW, including installation of three traffic signals serving the station.

Changes since 2006: $357K in budget and expense is being moved from the Regional Express project 362 - SR512 Park and Ride Expansion to Sounder project Lakewood Station.

Summaries

Baseline (in $000)	32,920
2006 Adopted Budget (in $000)	32,562
2007 Proposed Budget (in $000)	32,920

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Pierce County	5,684	3,338	13,881	7,272	2,745	0	0	0	32,920
Total	5,684	3,338	13,881	7,272	2,745	0	0	0	32,920

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	359	220	761	399	151	0	0	0	1,890
Pre-Engineering/Env Review	1,154	273	0	0	0	0	0	0	1,427
Final Design and Specification	433	1,789	0	0	0	0	0	0	2,222
ROW and Construction	3,736	1,056	13,120	6,860	0	0	0	0	24,772
Contingency	0	0	0	13	2,595	0	0	0	2,608
Total	5,684	3,338	13,881	7,272	2,745	0	0	0	32,920

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2007

2007 Budget Schedule: 2008

Sounder

Project

601 Sounder Program Reserve

Description

Changes since the 2006 Adopted budget: Snohomish County reserves decreased by $2.97M as a result of a $967K transfer to Mukilteo Station, $1.9M transfer to Everett Station and $96K to the Layover project. South King County reserves increased to $280K in savings captured from King Street Station - $87K; Boeing Access Rd. Station - $1K; Kent Station - $130K and Auburn Station - $62K. Pierce County reserves were increased by a total $315K from transferring project savings on Sumner Station - $36K; Puyallup Station - $89K and Tacoma Dome Station - $191K.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	7,414
2007 Proposed Budget (in $000)	5,043

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	0	0	2,749	0	0	0	0	2,749
South King County	0	0	0	280	0	0	0	0	280
Pierce County	0	0	0	671	671	671	0	0	2,014
Total	0	0	0	3,701	671	671	0	0	5,043

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Contingency	0	0	0	3,701	671	671	0	0	5,043
Total	0	0	0	3,701	671	671	0	0	5,043

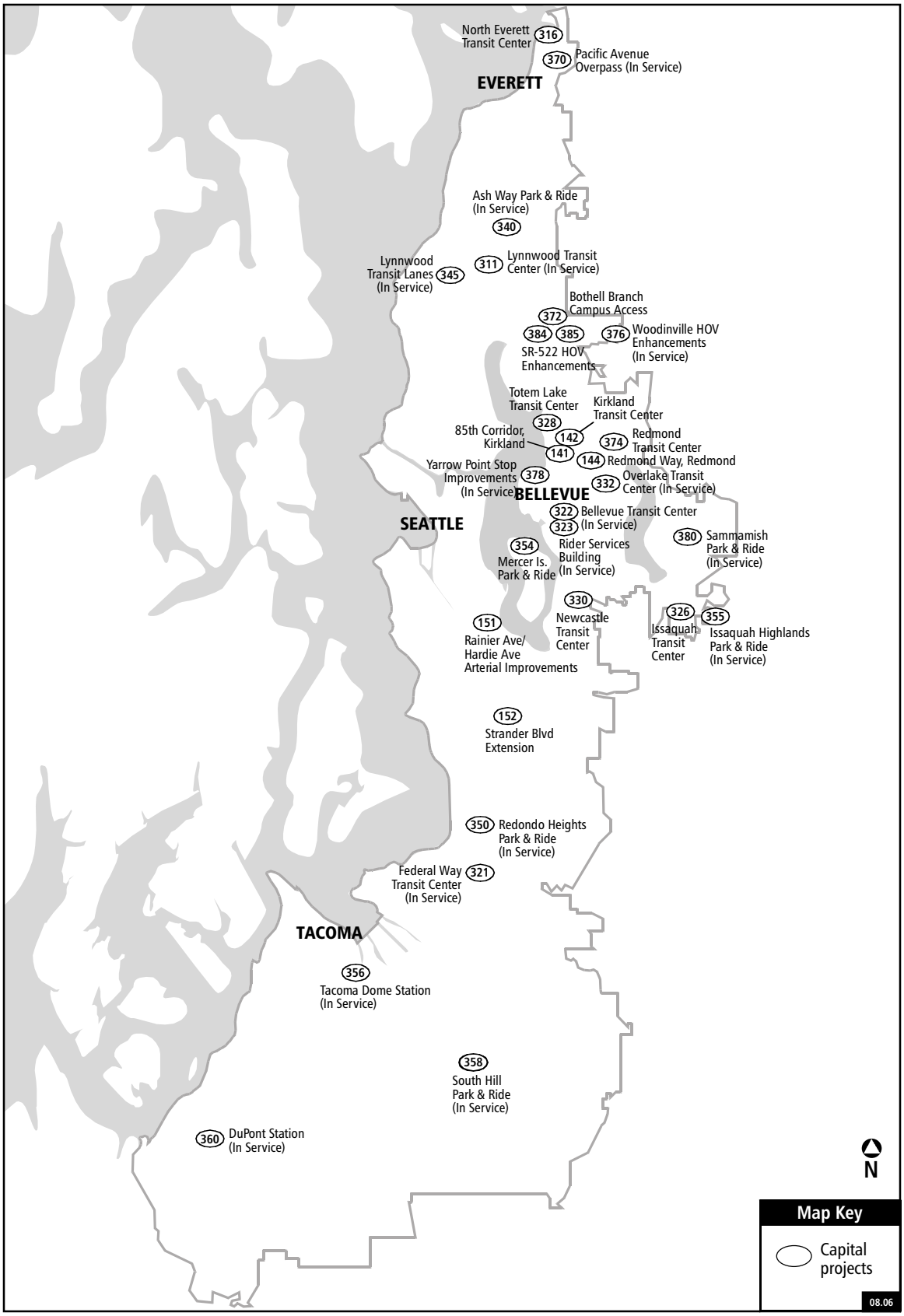
REGIONAL EXPRESS PROGRAM SUMMARY

The Regional Express program includes Community Connections and HOV Access projects.

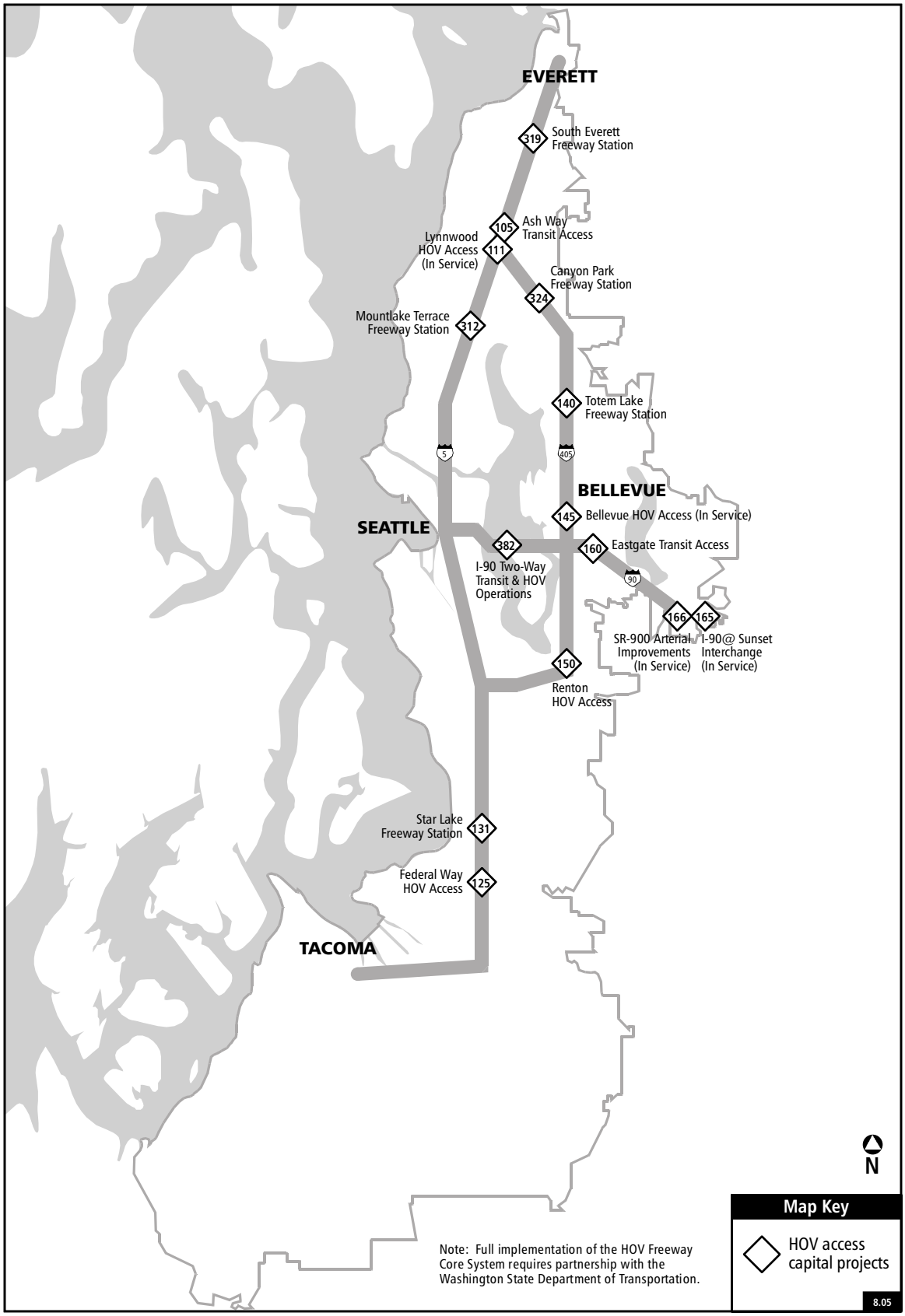
To maximize public access between regional and local transit systems, Sound Transit is completing a variety of Community Connection facilities, including transit centers, park-and-ride lots, and transit access improvements. These facilities will improve access to the regional transit system as well as connections to local transit services.

The HOV Access projects are being implemented through a partnership between Sound Transit and the Washington State Department of Transportation. Sound Transit is funding direct access ramps and freeway transit stations to make it easier for transit customers, vanpools, and carpools to access the HOV lanes on some of the region's most congested freeways.

REGIONAL EXPRESS CAPITAL PROJECTS - COMMUNITY CONNECTIONS


North Everett Transit Center 316
370 Pacific Avenue Overpass (In Service)
EVERETT
Ash Way Park & Ride (In Service)
340
Lynnwood Transit Lanes 345 (In Service)
311 Lynnwood Transit Center (In Service)
Bothell Branch Campus Access
372
384 385 376 Woodinville HOV Enhancements (In Service)
SR-522 HOV Enhancements
Totem Lake Transit Center
Kirkland Transit Center
328
85th Corridor, Kirkland
142 141
374 Redmond Transit Center
144 Redmond Way, Redmond
Yarrow Point Stop Improvements (In Service) 378
332 Overlake Transit Center (In Service)
BELLEVUE
322 Bellevue Transit Center
323 (In Service)
SEATTLE
354 Mercer Is. Park & Ride
Rider Services Building (In Service)
380 Sammamish Park & Ride (In Service)
330 Newcastle Transit Center
326 355 Issaquah Transit Center
Issaquah Highlands Park & Ride (In Service)
151 Rainier Ave/ Hardie Ave Arterial Improvements
152 Strander Blvd Extension
350 Redondo Heights Park & Ride (In Service)
Federal Way Transit Center (In Service) 321
TACOMA
356 Tacoma Dome Station (In Service)
358 South Hill Park & Ride (In Service)
360 DuPont Station (In Service)
N
Map Key
Capital projects
08.06

REGIONAL EXPRESS CAPITAL PROJECTS - HOV ACCESS



Regional Express 2007 Capital Plan

The Regional Express 2007 Proposed lifetime (1997–2009) budget is $803 million with a 2007 proposed annual spending plan of $79 million. The yearly spending plan reflects an increase of $19.3 million compared to the Adopted 2006 spending plan.

Expenditures in 2007 in the Regional Express Program will be higher than in 2006 due to the increased construction activity at Issaquah Transit Center, South Everett Freeway Station, Canyon Park Freeway Station, Totem Lake Transit Center and Totem Lake Freeway Station.

The Pierce County projects in the Regional Express program have been in service since 2004.

The majority of the South King County projects are in service with the exception of the Star Lake Freeway Station. Work is underway to determine if the design concept previously agreed to by all parties can be developed in phases.

The Snohomish County program has three projects remaining to be completed: South Everett Freeway Station, Mountlake Terrace Freeway Station, and City of Everett-led North Everett Transit Center project. The South Everett Freeway Station is under construction and the other two projects are in final design.

In East King County, Regional Express management is focused on completing the design of the remaining program and advancing these projects into construction. The projects include the Renton HOV Access project which is dependent upon funding for WSDOT to complete related interchange improvements and the Kirkland Transit Center currently in preliminary engineering. The remaining East King County projects to be completed are being led by others with a capped contribution by Sound Transit.

Changes in the Proposed 2007 Budget

Transfers to and from Capital Program Subarea Reserves:

East King County:

- Totem Lake Freeway Station/NE 128th: Decreased by $9.6 million realized project savings.
- Mercer Island Park & Ride/N Mercer Way: Increased $335 thousand because the construction bid came in higher than anticipated and additional funding is needed to replenish the project contingency (phase 90) to an appropriate level (5% of the construction contract).
- Sammamish Park & Ride: Decreased by $585 thousand; $525 thousand in realized savings and $60 thousand that will be transferred to Transportation Services for on site monitoring.

Project Splits/Name Changes

- 85th Corridor/Related Improvements (141) has been renamed 85th Corridor, Kirkland; the budget is being reduced by $2.4 million to fund the project 54144 – Redmond Way, Redmond.
    - 141 – 85th Corridor, Kirkland - $6.0 million.
    - 144 – Redmond Way, Redmond - $2.4 million.
- I-90 Two-Way Transit & HOV Operations (54382) has been renamed I-90 Two-Way Transit & HOV Operations, Stage 1; the budget is being reduced by $21.1 million to fund the two projects I-90 Two-Way Transit & HOV Operations, Stage 2 and I-90 Two-Way Transit & HOV Operations, Stage 3.
    - 382 - I-90 Two-Way Transit & HOV Operations, Stage 1 - $19.3 million.
    - 386 - I-90 Two-Way Transit & HOV Operations, Stage 2- $19.4 million.
    - 387 - I-90 Two-Way Transit & HOV Operations, Stage 3 - $1.7 million.

Transfer of Program Funds to Transportation Services

- Sammamish Park-and-Ride – The $60 thousand budget for post construction water filtration monitoring will be transferred. The remaining $525 thousand in project savings will be transferred to the program reserve.

Transfer of Program Funds to Sounder

- Transfer of $357 thousand in budget and historical expenses from Regional Express project SR 512 Park & Ride Expansion (362) to Sounder project Lakewood Station (253). These projects were combined into the Lakewood Station project in the 2003 budget and the SR 512 Park & Ridge Expansion project was closed.

Regional Express Schedule Changes

Old Completion Date/**New Completion Date – <u>Led by Sound Transit</u>**

Project	2005	2006	2007	2008	2009	2010
372 Bothell Branch Campus Access/195th/I-405		4Q 2006	**2Q 2007**			
312 Mountlake Terrace Freeway Station				4Q 2008	**1Q 2009**	
140 Totem Lake Freeway Station/NE 128th			**2Q 2007** 4Q 2007			

Old Completion Date/**New Completion Date – <u>Led by Others</u>, Sound Transit provides a capped contribution**

Project	2005	2006	2007	2008	2009	2010
385 SR 522 HOV Enhancements-Bothell				2Q 2008	**4Q 2009**	
386 I-90 Two-Way Transit & HOV Operations, Stage 2				4Q 2008		**4Q 2010**
387 I-90 Two-Way Transit & HOV Operations, Stage 3				4Q 2008 **TBD**		
374 Redmond Transit Center			2Q 2007 **4Q 2007**			
328 Totem Lake Transit Center/Evergreen Medical Center			4Q 2007	**1Q 2008**		
152 Strander Blvd. Extension					4Q 2009	**1Q 2010**

The completion dates in both tables above reflect when construction is substantially complete and the facility will be open for service. These dates do not include the project closeout effort, which can extend between twelve to eighteen months beyond the completion of construction as occupancy permits are issued, liens released, final invoices are processed, claims are negotiated and settled, and remaining budget is returned to program reserves.

Baseline Budgets

The following is a list of active projects with baselines established in 2006.

- Mountlake Terrace Freeway Station/236th SW (312)
- South Everett Freeway Station/112th SE (319)
- Bothell Branch Campus Access (372)

Regional Express

2007 Proposed Budget By Equity Area

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
Snohomish County	98,990	6,921	9,723	35,676	6,311	159	0	0	157,781
South King County	65,013	8,634	1,500	3,587	0	0	0	0	78,733
East King County	191,808	83,958	67,789	59,657	99,684	42,893	0	0	545,788
Pierce County	21,127	-382	0	0	0	0	0	0	20,745
Regional Express	**376,938**	**99,131**	**79,012**	**98,920**	**105,995**	**43,052**	**0**	**0**	**803,049**

2007 Proposed Budget By Phase

Phase	1997-2004	2006	2007	2008	2009	2010	2011	Future Years	Total
10 Agency Administration	19,869	6,138	3,973	4,671	3,183	2,148	0	0	39,983
20 Pre-Engineering/Env Review	46,629	3,278	1,591	0	0	0	0	0	51,498
30 Final Design and Specification	31,115	9,253	7,665	6,824	1,106	97	0	0	56,060
40 ROW Acquisition and Permits	43,216	4,503	6,199	9,353	0	0	0	0	63,271
50 Construction	236,109	71,689	58,995	59,425	47,592	34,368	0	0	508,179
90 Contingency	0	4,268	589	18,646	54,114	6,440	0	0	84,058
Regional Express	**376,938**	**99,131**	**79,012**	**98,920**	**105,995**	**43,052**	**0**	**0**	**803,049**

Regional Express

Project

105 Ash Way Transit Access/164th SW

Description

Scope: Project is in service. There is budget remaining on the project due to an unresolved contractor claim on the project.

Sound Transit is mitigating for the loss of 0.41 acres of wetlands within the Swamp Creek Basin, in the city limits of Kenmore.

Changes since 2006: None.

Summaries

Baseline (in $000)	18,428
2006 Adopted Budget (in $000)	18,428
2007 Proposed Budget (in $000)	18,428

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	16,205	2,181	11	18	12	1	0	0	18,428
Total	16,205	2,181	11	18	12	1	0	0	18,428

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	754	252	1	2	1	0	0	0	1,010
Pre-Engineering/Env Review	1,144	0	0	0	0	0	0	0	1,144
Final Design and Specification	1,626	5	0	0	0	0	0	0	1,632
Construction	12,681	111	10	16	10	1	0	0	12,829
Contingency	0	1,813	0	0	0	0	0	0	1,813
Total	16,205	2,181	11	18	12	1	0	0	18,428

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2006 Budget Schedule: 2005

2007 Budget Schedule: 2005

Comment

Budget risk due to unresolved total construction cost resulting from evaluation of contractor claim.

2007 Proposed Budget By Project

Regional Express

Project Number and Name	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
105 Ash Way Transit Access/164th SW	---------- In Service ----------								18,428
111 Lynnwood HOV Access/46th Ave W	---------- In Service ----------								26,241
125 Federal Way HOV Access/S 317th	---------- In Service ----------								32,618
131 Star Lake Freeway Station/S 272nd	3,094	0	0	1,019	0	0	0	0	4,113
135 I-405 @ Southcenter	---------- Closed ----------								55
140 Totem Lake Freeway Station/NE 128th	28,514	25,653	17,683	4,290	75	48	0	0	76,263
141 85th Corridor, Kirkland	1,138	52	666	3,463	695	0	0	0	6,015
142 Kirkland Transit Center/3rd	0	575	1,576	1,975	7,343	1,830	0	0	13,300
144 Redmond Way, Redmond	0	208	550	1,680	0	0	0	0	2,438
145 Bellevue HOV Access	---------- In Service ----------								73,513
150 Renton HOV Access/N 8th	3,291	829	2,964	8,154	26,028	25,809	0	0	67,075
151 Rainier Ave/Hardie Ave Arterial Improvements	0	1,621	3,483	7,475	3,095	0	0	0	15,675
152 Strander Boulevard Extension	0	331	373	1,474	1,343	687	0	0	4,208
160 Eastgate Transit Access/142nd Ave SE	---------- In Service ----------								38,908
165 I-90 @ Sunset Interchange	---------- In Service ----------								9,185
166 SR900 Park-And-Ride Arterial Improvements	---------- In Service ----------								7,117
311 Lynnwood Transit Ctr/46th Ave W	---------- In Service ----------								30,536
312 Mountlake Terrace Freeway Station/236th SW	2,162	1,304	2,466	15,339	4,273	0	0	0	25,545
314 S Everett Transit Center	---------- Closed ----------								31
316 N Everett Transit Center/Everett Comm College	108	9	699	882	0	0	0	0	1,698
319 S Everett Freeway Station/112th SE	4,630	2,613	6,243	15,539	2,026	158	0	0	31,209
321 Federal Way Transit Center/S 317th	---------- In Service ----------								39,455
322 Bellevue Transit Center/NE 6th	---------- In Service ----------								15,453
323 Bellevue Rider Services Bldg	---------- In Service ----------								3,501
324 Canyon Park Freeway Station	1,698	2,503	6,527	0	0	0	0	0	10,728
326 Issaquah Transit Center/SR900	2,794	9,894	13,641	3,154	0	0	0	0	29,482
328 Totem Lake Transit Center/Evergreen Medical Center	811	215	2,810	2,304	1,603	0	0	0	7,743
330 Newcastle Transit Center/SE 70th	208	3	0	0	7,012	0	0	0	7,223
332 Overlake Transit Center/NE 40th	---------- In Service ----------								10,943
340 Ash Way Park-And-Ride	---------- In Service ----------								1,114
342 Swamp Creek Park-And-Ride	---------- Closed ----------								303
345 Lynnwood SR99 Transit Lanes	---------- In Service ----------								2,546
346 E Everett Park-And-Ride	---------- Closed ----------								86
350 Redondo Heights Park-And-Ride/SR99	---------- In Service ----------								2,483
352 Other Park-And-Ride Expansion	---------- Closed ----------								10

2007 Proposed Budget By Project

Regional Express

Project Number and Name	1997-2005	2006	2007	2008	2009	2010	2011	Future Years	Total
353 Mercer Island Transit Center/N Mercer Way	---------- Closed ----------								0
354 Mercer Island Park-And-Ride/N Mercer Way	2,387	6,718	5,001	539	0	0	0	0	14,645
355 Issaquah Highlands Park-And-Ride/Highland Dr	---------- In Service ----------								8,116
356 Tacoma Dome Station	---------- In Service ----------								10,805
358 South Hill Park-And-Ride/94th Ave E	---------- In Service ----------								5,625
360 Dupont Station/Wilmington Dr	---------- In Service ----------								4,314
362 SR512 Park-And-Ride Expansion	---------- Closed ----------								0
370 Pacific Avenue Overpass	---------- In Service ----------								16,222
372 Bothell Branch Campus Access	362	2,165	1,333	0	0	0	0	0	3,860
374 Redmond Transit Center/NE 83rd	335	9	3,158	3,430	0	0	0	0	6,931
376 Woodinville Arterial HOV/SR202/SR522	---------- In Service ----------								1,798
377 Woodinville TOD (Stage 1)	---------- Closed ----------								5,079
378 Yarrow Point Stop Improvements	---------- In Service ----------								150
380 Sammamish Park-And-Ride/228th SE	---------- In Service ----------								7,179
382 I-90 Two-Way Transit & HOV Operations, Stage 1	5,944	-44	1,238	5,659	2,940	3,559	0	0	19,296
384 SR522 HOV Enhancements/Kenmore	587	1,041	864	6,042	256	0	0	0	8,791
385 SR522 HOV Enhancements/Bothell	330	121	931	1,763	1,797	3,630	0	0	8,572
386 I-90 Two-Way Transit & HOV Operations, Stage 2	0	2,536	1,617	1,900	5,988	7,330	0	0	19,372
387 I-90 Two-Way Transit & H0V Operations, Stage 3	0	1,722	0	0	0	0	0	0	1,722
395 Funds For Other Projects	---------- Closed ----------								31
999 Regional Express Program Reserve	0	0	0	3,791	41,510	0	0	0	45,301
Regional Express	**376,938**	**99,131**	**79,012**	**98,920**	**105,995**	**43,052**	**0**	**0**	**803,049**

Regional Express

Project **111** Lynnwood HOV Access/46th Ave W

Description

Project is in service.

Budget from 2006 through 2008 is for post construction mitigation monitoring and maintenance.

Summaries

Baseline (in $000)	31,157
2006 Adopted Budget (in $000)	26,241
2007 Proposed Budget (in $000)	26,241

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	25,497	333	305	107	0	0	0	0	26,241
Total	25,497	333	305	107	0	0	0	0	26,241

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	1,438	11	7	2	0	0	0	0	1,457
Pre-Engineering/Env Review	3,263	0	0	0	0	0	0	0	3,263
Final Design and Specification	1,686	0	0	0	0	0	0	0	1,686
ROW Acquisition and Permits	2,907	0	0	0	0	0	0	0	2,908
Construction	16,204	321	298	32	0	0	0	0	16,855
Contingency	0	0	0	72	0	0	0	0	72
Total	25,497	333	305	107	0	0	0	0	26,241

Risk Assesment :

Status: Closed

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2004

2007 Budget Schedule: 2004

Regional Express

Project

131 Star Lake Freeway Station/S 272nd

Description

Scope: This project will build an in-line transit station in the I-5 median north of South 272nd Street in Kent to provide convenient customer access to I-5 service without requiring buses to exit the freeway, improving bus speed and reliability. The I-5/South 272nd Interchange Feasibility Study evaluated two concepts identified in February 2003 design charette and has identified a Single Point Urban Interchange (SPUI) as the best alternative to improve transit access and traffic flow to and from the Star Lake area. The Star Lake Freeway Station project is a component of the proposed project.

The Feasibility Study also has identified a viable first stage of the SPUI project which includes the in-line station. However, the estimated cost exceeds the available funding. Without additional funding, the complete interchange project cannot proceed.

Changes since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	4,113
2007 Proposed Budget (in $000)	4,113

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	3,094	0	0	1,019	0	0	0	0	4,113
Total	3,094	0	0	1,019	0	0	0	0	4,113

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	212	0	0	45	0	0	0	0	257
Pre-Engineering/Env Review	1,465	0	0	0	0	0	0	0	1,465
Final Design and Specification	259	0	0	0	0	0	0	0	259
Construction	1,157	0	0	0	0	0	0	0	1,157
Contingency	0	0	0	974	0	0	0	0	974
Total	3,094	0	0	1,019	0	0	0	0	4,113

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☑ Right of Way Costs
- ☑ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☑ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☑ Shared Project funding
- ☑ Utilities Relocation ☐ Project Location
- ☑ Coordination

Schedule Risk level: HIGH

2006 Budget Schedule: TBD

2007 Budget Schedule: TBD

Regional Express

Project

140 Totem Lake Freeway Station/NE 128th

Description

Scope: The Totem Lake Freeway Station project will connect N.E. 128th Street across I-405 and provide direct access to/from the north and southbound HOV lanes on I-405. It will serve the Totem Lake area of Kirkland including the Kingsgate Park-and-Ride and the proposed Totem Lake Transit Center to be located on the Evergreen Hospital campus. The project will provide for improved east/west local mobility across I-405 and bus and carpool access to and from I-405 at N.E. 128th Street. The improvements will provide fast, reliable connections to ST Express and King County Metro (KCM) buses.

Budget in 2009 and 2010 is for post construction water quality monitoring.

Changes since 2006: Projected savings of $9.6 million are to be moved to the EKC program reserve.

Summaries

Baseline (in $000)	85,875
2006 Adopted Budget (in $000)	85,875
2007 Proposed Budget (in $000)	76,263

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	28,514	25,653	17,683	4,290	75	48	0	0	76,263
Total	28,514	25,653	17,683	4,290	75	48	0	0	76,263

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	1,761	1,197	957	232	4	3	0	0	4,154
Pre-Engineering/Env Review	6,283	0	0	0	0	0	0	0	6,283
Final Design and Specification	4,639	57	0	0	0	0	0	0	4,695
ROW Acquisition and Permits	1,586	465	38	0	0	0	0	0	2,089
Construction	14,245	23,935	16,688	334	70	45	0	0	55,317
Contingency	0	0	0	3,724	0	0	0	0	3,724
Total	28,514	25,653	17,683	4,290	75	48	0	0	76,263

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Regional Express

Project **141** 85th Corridor, Kirkland

Description

Scope: The project includes street widening, traffic signals, sidewalk improvements, and bus shelters at various intersections in Kirkland to enhance reliability and connections to transit. This project also includes the design and construction of an on street layover for two 60 foot coaches. The project will provide a safe, long term location for layover within reasonable proximity of the downtown Kirkland Transit Center.

Changes since 2006: The previously named "85th Corridor/Related Improvements" project 141 was split into two projects, this one and the Redmond Way - Redmond (144). $2.4M in budget is being transferred to the new project.

Summaries

Baseline (in $000)	8,453
2006 Adopted Budget (in $000)	8,453
2007 Proposed Budget (in $000)	6,015

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	1,138	52	666	3,463	695	0	0	0	6,015
Total	1,138	52	666	3,463	695	0	0	0	6,015

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	104	20	30	157	32	0	0	0	343
Pre-Engineering/Env Review	965	20	0	0	0	0	0	0	984
Final Design and Specification	42	7	268	265	0	0	0	0	583
ROW and Construction	26	6	368	3,041	0	0	0	0	3,441
Contingency	0	0	0	0	664	0	0	0	664
Total	1,138	52	666	3,463	695	0	0	0	6,015

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Regional Express

Project **142** Kirkland Transit Center/3rd

Description

Scope: This project is a regional transit center in Kirkland on Third Street south of Central Way. The new transit center will accommodate existing and anticipated bus service by King County Metro and Sound Transit Regional Express routes. The project also includes intersection improvements in the vicinity of the transit center to enhance bus speed and reliability. This project was added to Sound Move as part of the 2005 Budget.

Change since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	13,300
2007 Proposed Budget (in $000)	13,300

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	0	575	1,576	1,975	7,343	1,830	0	0	13,300
Total	0	575	1,576	1,975	7,343	1,830	0	0	13,300

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	50	76	96	356	89	0	0	667
Pre-Engineering/Env Review	0	525	525	0	0	0	0	0	1,050
Final Design and Specification	0	0	175	1,080	719	97	0	0	2,070
ROW and Construction	0	0	800	800	5,356	1,644	0	0	8,600
Contingency	0	0	0	0	913	0	0	0	913
Total	0	575	1,576	1,975	7,343	1,830	0	0	13,300

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: TBD

2007 Budget Schedule: 2010

Regional Express

Project **144** Redmond Way, Redmond

Description

Scope: The project includes the following project elements to enhance reliability and connections to transit and includes: 1) Extension of the west bound to northbound right turn lane at the intersection of Redmond Way and 132nd Ave NE by 700 feet; 2) Construction of a center median on Redmond Way between 132nd Ave NE and 140th Ave NE; 3) Construction of a sidewalk and planter strip along the north side of Redmond Way; and 4) Widening 132nd Ave NE and 140th Ave NE intersections to permit u-turns. Final design, ROW acquisition and construction phases will be led by the City of Redmond as outlined in the Cooperative Funding Agreement between Sound Transit and the City of Redmond as approved by Motion M2005-79.

Changes since 2006: The 2007 Budget splits out project 144, previously part of project 141, $2.4M in budget is being transferred from project 141.

Summaries

Baseline (in $000)	2,438
2006 Adopted Budget (in $000)	0
2007 Proposed Budget (in $000)	2,438

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	0	208	550	1,680	0	0	0	0	2,438
Total	0	208	550	1,680	0	0	0	0	2,438

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	0	9	112	0	0	0	0	121
Final Design and Specification	0	1	156	71	0	0	0	0	229
ROW and Construction	0	206	385	1,497	0	0	0	0	2,089
Total	0	208	550	1,680	0	0	0	0	2,438

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Regional Express

Project **150** Renton HOV Access/N 8th

Description

Scope: An HOV interchange on I-405 at North 8th Street to be built in partnership with WSDOT to include HOV direct-access to/from North 8th Street at I-405, and a "T" interchange to the center lanes of North 8th Street. This project will most likely be designed and constructed as part of the I-405 widening construction project that currently is awaiting funding. The Regional Transportation Investment District (RTID) includes this WSDOT companion project I-405, SR169 to I90, on the draft project list to be submitted for voter consideration Fall 2007.

Changes since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	67,075
2007 Proposed Budget (in $000)	67,075

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	3,291	829	2,964	8,154	26,028	25,809	0	0	67,075
Total	3,291	829	2,964	8,154	26,028	25,809	0	0	67,075

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	376	56	146	401	1,280	1,269	0	0	3,527
Pre-Engineering/Env Review	2,862	23	38	0	0	0	0	0	2,923
Final Design and Specification	50	0	498	3,582	387	0	0	0	4,517
ROW and Construction	3	750	2,282	4,171	24,362	24,362	0	0	55,930
Contingency	0	0	0	0	0	178	0	0	178
Total	3,291	829	2,964	8,154	26,028	25,809	0	0	67,075

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: MEDIUM

- ☑ Right of Way Costs
- ☑ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☑ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☑ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☑ Coordination

Schedule Risk level: HIGH

2006 Budget Schedule: TBD

2007 Budget Schedule: 2010

Comment

Budget and Schedule risks are due to lack of funds for WSDOT I-405 project in north Renton, which must be built simultaneously with the HOV Access project. Project schedule assumes the RTID vote in November 2007 is passed.

Regional Express

Project **151** Rainier Ave/Hardie Ave Arterial Improvements

Description

Scope: This project will add Business and Transit Access Lanes (BAT Lanes), sidewalk, medians on Hardie Ave between Rainier Ave and Sunset Boulevard. The existing BNSF Railroad trestle will be widened to accommodate the improvements. A Transit only traffic signal will be installed at the intersection of Hardie and Rainier Avenues. Rainier Avenue will be reconstructed between S. 2nd Street and S. 4th Place with access control elements; sidewalk bus stop improvements and a transit signal priority system. An eastbound queue jump on S. 3rd Street at Rainier Avenue will be constructed as part of the Rainier Avenue improvements. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at $14.9M.

Sound Transit's contributions will be made as work is completed in specific phases. The Interlocal Agreement for the PE/ED phase outlines the requirements for the City of Renton to receive monies for each additional phase.

Changes since 2006: None.

Summaries

Baseline (in $000)	15,675
2006 Adopted Budget (in $000)	15,675
2007 Proposed Budget (in $000)	15,675

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	0	1,621	3,483	7,475	3,095	0	0	0	15,675
Total	0	1,621	3,483	7,475	3,095	0	0	0	15,675

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	110	165	354	146	0	0	0	775
Pre-Engineering/Env Review	0	1,511	989	0	0	0	0	0	2,500
Final Design and Specification	0	0	1,028	672	0	0	0	0	1,700
ROW and Construction	0	0	1,302	6,449	2,949	0	0	0	10,700
Total	0	1,621	3,483	7,475	3,095	0	0	0	15,675

Risk Assesment :

Status: Conceptual

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Regional Express

Project

152 Strander Boulevard Extension

Description

Scope: Strander Boulevard will be extended, as a five lane arterial, between the East Valley Highway and West Valley Highway. The City of Renton is the project lead. Sound Transit's contribution to the project is capped at $4.0M for the design, ROW and construction costs for the project's transit related elements (transit queue jumps at Lind Avenue, Oaksdale and the Boeing Access Road) and a pro-rated share of the frontage improvements.

Sound Transit's contributions will be made as work is completed in specific phases. The Interlocal Agreement for the PE/ED phase outlines the requirements by the City of Renton will receive monies for each additional phase.

Changes since 2006: None.

Summaries

Baseline (in $000)	4,208
2006 Adopted Budget (in $000)	4,208
2007 Proposed Budget (in $000)	4,208

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	0	331	373	1,474	1,343	687	0	0	4,208
Total	0	331	373	1,474	1,343	687	0	0	4,208

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	28	17	68	62	32	0	0	208
Pre-Engineering/Env Review	0	28	2	0	0	0	0	0	30
Final Design and Specification	0	0	63	332	0	0	0	0	395
ROW Acquisition and Permits	0	275	0	0	0	0	0	0	275
Construction	0	0	291	1,073	1,280	655	0	0	3,300
Total	0	331	373	1,474	1,343	687	0	0	4,208

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2009

2007 Budget Schedule: 2010

Regional Express

Project **160** Eastgate Transit Access/142nd Ave SE

Description

Scope: Eastgate direct-access ramps will connect the existing 142nd Place S.E. bridge to the I-90 HOV lanes. The ramps will provide a more direct connection to the existing Eastgate Park-and-Ride for buses and HOV traveling the I-90 corridor. Flyer stops, included at the top of the ramps, will provide additional transit routing options for both Sound Transit and King County Metro (KCM) service.

Changes since 2006: None.

Summaries

Baseline (in $000)	38,908
2006 Adopted Budget (in $000)	38,908
2007 Proposed Budget (in $000)	38,908

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	14,484	14,965	3,142	6,317	0	0	0	0	38,908
Total	14,484	14,965	3,142	6,317	0	0	0	0	38,908

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	883	624	192	386	0	0	0	0	2,085
Pre-Engineering/Env Review	2,096	228	0	0	0	0	0	0	2,324
Final Design and Specification	2,235	455	0	0	0	0	0	0	2,690
ROW and Construction	9,270	13,658	2,950	0	0	0	0	0	25,878
Contingency	0	0	0	5,932	0	0	0	0	5,932
Total	14,484	14,965	3,142	6,317	0	0	0	0	38,908

Risk Assesment :

Status: Construction

Estimate Type: Final

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Regional Express

Project

312 Mountlake Terrace Freeway Station/236th SW

Description

Scope: The Mountlake Terrace Freeway Station project is an in-line station in the I-5 median near 236th Street SW with a pedestrian connection to the Mountlake Terrace Park-and-Ride. Due to a half-diamond interchange, Sound Transit Express does not stop at the Mountlake Terrace Park-and-Ride Lot. The in-line station will enable Sound Transit Express, operating in the I-5 corridor, to serve Mountlake Terrace and the park-and-ride lot.

Changes since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	25,545
2007 Proposed Budget (in $000)	25,545

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	2,162	1,304	2,466	15,339	4,273	0	0	0	25,545
Total	2,162	1,304	2,466	15,339	4,273	0	0	0	25,545

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	132	99	122	756	211	0	0	0	1,320
Pre-Engineering/Env Review	2,023	454	0	0	0	0	0	0	2,477
Final Design and Specification	7	631	2,265	0	0	0	0	0	2,903
ROW Acquisition and Permits	0	120	80	0	0	0	0	0	200
Construction	0	0	0	14,583	2,017	0	0	0	16,600
Contingency	0	0	0	0	2,045	0	0	0	2,045
Total	2,162	1,304	2,466	15,339	4,273	0	0	0	25,545

Risk Assesment :

Status: PE/ED

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☑ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☑ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2009

Regional Express

Project **316** N Everett Transit Center/Everett Comm College

Description

Scope: Sound Transit's contribution is capped at $1.4 million per an agreement with the City of Everett. The City is lead for all phases of the project. The City will complete necessary environmental review of the project, which Sound Transit will rely upon before reimbursing project costs. The City will build a transit center in the vicinity of Everett Community College to improve customer access to transit services. The project will provide a layover and transfer location for Everett Transit, thereby enhancing feeder service for regional connections in downtown Everett.

Changes since 2006: None.

Summaries

Baseline (in $000)	1,698
2006 Adopted Budget (in $000)	1,698
2007 Proposed Budget (in $000)	1,698

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	108	9	699	882	0	0	0	0	1,698
Total	108	9	699	882	0	0	0	0	1,698

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	15	2	34	43	0	0	0	0	94
Pre-Engineering/Env Review	67	0	38	0	0	0	0	0	105
Final Design and Specification	1	0	1	52	0	0	0	0	54
ROW and Construction	25	7	625	732	0	0	0	0	1,389
Contingency	0	0	0	56	0	0	0	0	56
Total	108	9	699	882	0	0	0	0	1,698

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Regional Express

Project **319** S Everett Freeway Station/112th SE

Description

Scope: The project will provide a 389-stall park-and-ride lot, direct access to the HOV lanes on I-5, and a connection between the park-and-ride and the 112th Street SE crossing over I-5. The park-and-ride will be located in the freeway median just north of 112th Street SE in South Everett, near Silver Lake. The project also includes passenger platforms and shelters. The project will add three lanes to 112th Street SE where it crosses over I-5, for a total of five lanes. One lane is required for access between the proposed park-and-ride and 112th Street SE and two lanes are required for general purpose traffic as part of the City of Everett's 112th Street SE widening project.

Budget in 2010 is for post construction water quality monitoring.

Changes since 2006: The City of Everett will pay a portion of their share of the 112th Street SE improvements directly through WSDOT up to the limit ($7,746,865) established in the Interlocal Agreement to accept funding from the City of Everett under Motion M2005-131. The budget has been decreased accordingly.

Summaries

Baseline (in $000)	38,956
2006 Adopted Budget (in $000)	38,956
2007 Proposed Budget (in $000)	31,209

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	4,630	2,613	6,243	15,539	2,026	158	0	0	31,209
Total	4,630	2,613	6,243	15,539	2,026	158	0	0	31,209

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	323	147	319	795	104	8	0	0	1,696
Pre-Engineering/Env Review	2,882	47	0	0	0	0	0	0	2,929
Final Design and Specification	1,341	2,035	0	0	0	0	0	0	3,375
ROW Acquisition and Permits	46	44	0	0	0	0	0	0	89
Construction	40	340	5,924	14,744	1,197	150	0	0	22,395
Contingency	0	0	0	0	726	0	0	0	726
Total	4,630	2,613	6,243	15,539	2,026	158	0	0	31,209

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Comment

Scheduled to be substantially complete by 4th quarter 2008.

Regional Express

Project **321** Federal Way Transit Center/S 317th

Description

Project is in service.

Summaries

Baseline (in $000)	39,455
2006 Adopted Budget (in $000)	39,455
2007 Proposed Budget (in $000)	39,455

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
South King County	35,604	1,625	1,500	726	0	0	0	0	39,455
Total	35,604	1,625	1,500	726	0	0	0	0	39,455

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	2,208	-54	0	0	0	0	0	0	2,155
Pre-Engineering/Env Review	1,546	12	0	0	0	0	0	0	1,558
Final Design and Specification	1,651	149	0	0	0	0	0	0	1,800
ROW Acquisition and Permits	6,474	219	0	0	0	0	0	0	6,692
Construction	23,725	1,299	1,500	0	0	0	0	0	26,524
Contingency	0	0	0	726	0	0	0	0	726
Total	35,604	1,625	1,500	726	0	0	0	0	39,455

Risk Assesment :

Status: In Service

Estimate Type: Baseline Cost Estimate

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2006 Budget Schedule: 2006

2007 Budget Schedule: 2006

Comment

Budget risk due to unresolved total construction cost resulting from evaluation of contractor claim.

Regional Express

Project

324 Canyon Park Freeway Station

Description

Scope: This project provides a freeway station on the southbound ramp to I-405 at the SR 527/I-405 interchange in the Bothell/Canyon Park area to improve transit access speed and reliability. A new pedestrian bridge will connect the proposed transit station on the I-405 southbound on-ramp to the existing Canyon Park Park-and-Ride. The project eliminates the circuitous route for the southbound buses

Changes since 2006: Budget amended by Board Resolution R2006-12 on June 22, 2006 for an increase of $1.6M.

Summaries

Baseline (in $000)	9,132
2006 Adopted Budget (in $000)	10,728
2007 Proposed Budget (in $000)	10,728

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	1,698	2,503	6,527	0	0	0	0	0	10,728
Total	1,698	2,503	6,527	0	0	0	0	0	10,728

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	109	158	322	0	0	0	0	0	589
Pre-Engineering/Env Review	942	44	0	0	0	0	0	0	986
Final Design and Specification	641	558	0	0	0	0	0	0	1,199
ROW Acquisition and Permits	2	9	0	0	0	0	0	0	12
Construction	3	1,735	5,840	0	0	0	0	0	7,577
Contingency	0	0	365	0	0	0	0	0	365
Total	1,698	2,503	6,527	0	0	0	0	0	10,728

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Regional Express

Project **326** Issaquah Transit Center/SR900

Description

Scope: This project provides a new Issaquah Transit Center at the site of the former Issaquah Park-and-Ride. The facility will include bus boarding areas to accommodate efficient transfers between regional and local routes, shelters and improved weather protection for riders, rider amenities, bus layover space, and a four-level garage with approximately 800 parking stalls. The City of Issaquah is funding $1M of the project.

Changes since 2006: None.

Summaries

Baseline (in $000)	29,482
2006 Adopted Budget (in $000)	29,482
2007 Proposed Budget (in $000)	29,482

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	2,794	9,894	13,641	3,154	0	0	0	0	29,482
Total	2,794	9,894	13,641	3,154	0	0	0	0	29,482

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	215	585	737	160	0	0	0	0	1,696
Pre-Engineering/Env Review	848	0	0	0	0	0	0	0	848
Final Design and Specification	1,449	308	197	28	0	0	0	0	1,982
ROW and Construction	282	9,000	12,707	1,497	0	0	0	0	23,486
Contingency	0	0	0	1,469	0	0	0	0	1,469
Total	2,794	9,894	13,641	3,154	0	0	0	0	29,482

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Regional Express

Project **328** Totem Lake Transit Center/Evergreen Medical Center

Description

Scope: This project provides a capped contribution to fund a new transit center on the Evergreen Hospital campus adjacent to the Totem Lake Mall, on the ground floor of a medical office building. The six-bay transit center will include sheltered passenger waiting areas, amenities, and bus layovers. The project will support King County Metro service.

Intersection improvements to 120th Ave NE/NE 128th Ave are also a Sound Transit responsibility.

Changes since 2006: None.

Summaries

Baseline (in $000)	13,243
2006 Adopted Budget (in $000)	7,743
2007 Proposed Budget (in $000)	7,743

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	811	215	2,810	2,304	1,603	0	0	0	7,743
Total	811	215	2,810	2,304	1,603	0	0	0	7,743

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	73	31	128	105	73	0	0	0	411
Pre-Engineering/Env Review	503	8	0	0	0	0	0	0	511
Final Design and Specification	178	28	0	0	0	0	0	0	205
ROW and Construction	58	148	2,682	2,199	0	0	0	0	5,087
Contingency	0	0	0	0	1,529	0	0	0	1,529
Total	811	215	2,810	2,304	1,603	0	0	0	7,743

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2007

2007 Budget Schedule: 2008

Comment

ST contribution for the transit center is capped. Evergreen Healthcare is the lead to complete the project.

Regional Express

Project

330 Newcastle Transit Center/SE 70th

Description

Scope: This project includes a four-bay on-street transit center on S.E. 70th Street/132nd Place S.E. within the City of Newcastle. Additional amenities to be considered during final design include improved pedestrian access/safety, shelters, and illumination. The project will improve customer access to King County Metro (KCM) transit services.

Changes since 2006: None.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	7,223
2007 Proposed Budget (in $000)	7,223

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	208	3	0	0	7,012	0	0	0	7,223
Total	208	3	0	0	7,012	0	0	0	7,223

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	25	3	0	0	344	0	0	0	372
Pre-Engineering/Env Review	177	0	0	0	0	0	0	0	177
Final Design and Specification	5	0	0	0	0	0	0	0	5
Construction	0	0	0	0	0	0	0	0	0
Contingency	0	0	0	0	6,668	0	0	0	6,668
Total	208	3	0	0	7,012	0	0	0	7,223

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: TBD

2007 Budget Schedule: TBD

Comment

Schedule is dependant upon successful completion of 3rd party agreement.

Regional Express

Project

354 Mercer Island Park-And-Ride/N Mercer Way

Description

Scope: this project includes a two-level parking structure increasing the Park-and-Ride capacity by 200 stalls for a total of 450 stalls. The project will also expand the bus boarding area and improve the passenger amenities including shelters, bicycle lockers, pedestrian pathways, and lighting. This project expansion will support Sound Transit and King County Metro (KCM) services.

Changes since 2006: Budget increased by $335K to reflect construction cost increase and restores the contingency.

Summaries

Baseline (in $000)	14,310
2006 Adopted Budget (in $000)	14,310
2007 Proposed Budget (in $000)	14,645

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	2,387	6,718	5,001	539	0	0	0	0	14,645
Total	2,387	6,718	5,001	539	0	0	0	0	14,645

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	178	411	259	28	0	0	0	0	876
Pre-Engineering/Env Review	1,421	1	0	0	0	0	0	0	1,423
Final Design and Specification	647	207	0	0	0	0	0	0	855
ROW Acquisition and Permits	99	151	0	0	0	0	0	0	251
Construction	40	5,948	4,742	0	0	0	0	0	10,730
Contingency	0	0	0	511	0	0	0	0	511
Total	2,387	6,718	5,001	539	0	0	0	0	14,645

Risk Assesment :

Status: Construction

Estimate Type: Baseline Cost Estimate

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☐ Scope Escalation/Change
- ☐ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☐ Limited Budget Basis
- ☐ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Comment

Construction cost escalation due to market conditions.

Regional Express

Project **372** Bothell Branch Campus Access

Description

Scope: Improvements to enhance access for transit to the University of Washington/Cascadia Campus (UWB/CCC) in Bothell. Improvements will include transit signal priority at entrance, re-channelization of the campus access road, modification of the existing bus loop including installation of a traffic signal.

Changes since 2006: None.

Summaries

Baseline (in $000)	3,860
2006 Adopted Budget (in $000)	3,860
2007 Proposed Budget (in $000)	3,860

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	362	2,165	1,333	0	0	0	0	0	3,860
Total	362	2,165	1,333	0	0	0	0	0	3,860

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	33	117	56	0	0	0	0	0	205
Pre-Engineering/Env Review	211	66	0	0	0	0	0	0	277
Final Design and Specification	118	211	0	0	0	0	0	0	329
ROW Acquisition and Permits	1	35	0	0	0	0	0	0	36
Construction	0	785	1,277	0	0	0	0	0	2,062
Contingency	0	951	0	0	0	0	0	0	951
Total	362	2,165	1,333	0	0	0	0	0	3,860

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2006

2007 Budget Schedule: 2007

Regional Express

Project

374 Redmond Transit Center/NE 83rd

Description

Scope: The Redmond Transit Center is located on NE 83rd Street, adjacent to the Redmond Park-and-Ride. The project will provide six bus bays, six layover bays, shelters, widened sidewalks, improved pedestrian circulation, and landscaping. The project is a partnership between Sound Transit, King County Metro and the City of Redmond. Sound Transit's contribution is capped at $6.0 M.

Changes since 2006: None.

Summaries

Baseline (in $000)	6,931
2006 Adopted Budget (in $000)	6,931
2007 Proposed Budget (in $000)	6,931

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	335	9	3,158	3,430	0	0	0	0	6,931
Total	335	9	3,158	3,430	0	0	0	0	6,931

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	29	7	153	166	0	0	0	0	355
Pre-Engineering/Env Review	299	0	0	0	0	0	0	0	299
Final Design and Specification	4	1	999	0	0	0	0	0	1,004
Construction	4	0	2,006	2,994	0	0	0	0	5,004
Contingency	0	0	0	270	0	0	0	0	270
Total	335	9	3,158	3,430	0	0	0	0	6,931

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2007

2007 Budget Schedule: 2007

Regional Express

Project **376** Woodinville Arterial HOV/SR202/SR522

Description

Project is in service.

Summaries

Baseline (in $000)	1,798
2006 Adopted Budget (in $000)	1,798
2007 Proposed Budget (in $000)	1,798

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	1,386	181	231	0	0	0	0	0	1,798
Total	1,386	181	231	0	0	0	0	0	1,798

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	88	11	8	0	0	0	0	0	106
Pre-Engineering/Env Review	590	0	0	0	0	0	0	0	590
Final Design and Specification	33	0	0	0	0	0	0	0	33
ROW Acquisition and Permits	72	12	0	0	0	0	0	0	84
Construction	603	113	0	0	0	0	0	0	716
Contingency	0	45	224	0	0	0	0	0	269
Total	1,386	181	231	0	0	0	0	0	1,798

Risk Assesment :

Status: Closed

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2006

2007 Budget Schedule: 2006

Regional Express

Project **382** I-90 Two-Way Transit & HOV Operations, Stage 1

Description

Scope: Stage 1 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations westbound on I-90 between Bellevue Way and 80th Avenue Southeast on Mercer Island. A new ramp will be added on Mercer Island at 80th Avenue SE and the existing ramp at Bellevue Way will be modified. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain.

Budget for ROW/Construction in 2010 is for wetland mitigation monitoring and maintenance.

Changes since 2006: Project was split into three separate projects: Project numbers 382 (Stage 1), 386 (Stage 2), and 387 (Stage 3). The project budget has been distributed accordingly with no change to the lifetime budget.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	40,389
2007 Proposed Budget (in $000)	19,296

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	5,944	-44	1,238	5,659	2,940	3,559	0	0	19,296
Total	5,944	-44	1,238	5,659	2,940	3,559	0	0	19,296

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	434	37	57	260	135	163	0	0	1,086
Pre-Engineering/Env Review	4,757	-3,162	0	0	0	0	0	0	1,595
Final Design and Specification	753	2,832	284	0	0	0	0	0	3,869
ROW and Construction	1	249	897	5,399	2,805	595	0	0	9,946
Contingency	0	0	0	0	0	2,800	0	0	2,800
Total	5,944	-44	1,238	5,659	2,940	3,559	0	0	19,296

Risk Assesment :

Status: Final Design

Estimate Type: Design

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Comment

Risk assessment and status are provided for Stage 1, scoping for Stage 2 is underway.

Regional Express

Project **384** SR522 HOV Enhancements/Kenmore

Description

Scope: HOV improvements on SR-522 between Kenmore and Bothell to improve bus speed and reliability. The HOV improvements for the Kenmore segment will be located within the City of Kenmore City limits along SR-522 between 73rd Avenue and 83rd Avenue. Projects include widening SR-522 for the addition of north and south BAT lanes, replacement of the Swamp Creek Bridge, improvements to 80th Avenue, sidewalks, retaining wall from 80th to the end of the project, new signals at 80th, 83rd and Kenmore Lanes, utility undergrounding, urban amenities and illumination.

The City of Kenmore is the lead for preliminary engineering and environmental documentation (PE/ED), final design, ROW acquisition and construction. Project improvements will be jointly funded by the City of Kenmore, King County Metro (KCM), and Sound Transit. Sound Transit funding for final design, ROW acquisition, construction and construction management is capped at $7,918,000.

Changes since 2006: None.

Summaries

Baseline (in $000)	8,791
2006 Adopted Budget (in $000)	8,791
2007 Proposed Budget (in $000)	8,791

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	587	1,041	864	6,042	256	0	0	0	8,791
Total	587	1,041	864	6,042	256	0	0	0	8,791

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	48	45	44	305	13	0	0	0	454
Pre-Engineering/Env Review	416	-56	0	0	0	0	0	0	360
Final Design and Specification	121	533	175	0	0	0	0	0	829
ROW Acquisition and Permits	2	520	208	0	0	0	0	0	730
Construction	0	0	438	5,737	184	0	0	0	6,359
Contingency	0	0	0	0	59	0	0	0	59
Total	587	1,041	864	6,042	256	0	0	0	8,791

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: LOW

2006 Budget Schedule: 2008

2007 Budget Schedule: 2008

Regional Express

Project **385** SR522 HOV Enhancements/Bothell

Description

Scope: HOV improvements on SR-522 between Kenmore and Bothell to improve bus speed and reliability. The HOV improvements for the Bothell segment will be located within the City of Bothell along SR 522 near 96th Avenue (Wayne Curve).

The scope of the project will include construction of a north transit queue bypass lane, south transit lane/right turn lane, signal improvements (including TSP), additional left turn lane, sidewalks, 96th Avenue improvements, north retaining wall, south retaining wall, urban amenities and illumination. The City of Bothell will be the lead agency for preliminary engineering and environmental documentation (PE/ED), final design and construction.

Project improvements will be jointly funded by the City of Bothell, King County Metro (KCM), and Sound Transit. Sound Transit's funding for final design, ROW acquisition, construction and construction management is capped at $7,736,000.

Changes since 2006: None.

Summaries

Baseline (in $000)	8,572
2006 Adopted Budget (in $000)	8,572
2007 Proposed Budget (in $000)	8,572

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	330	121	931	1,763	1,797	3,630	0	0	8,572
Total	330	121	931	1,763	1,797	3,630	0	0	8,572

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	32	16	44	84	85	172	0	0	433
Pre-Engineering/Env Review	298	105	0	0	0	0	0	0	403
Final Design and Specification	0	0	123	550	0	0	0	0	673
ROW and Construction	0	0	764	1,129	1,712	3,458	0	0	7,063
Total	330	121	931	1,763	1,797	3,630	0	0	8,572

Risk Assesment :

Status: Final Design

Estimate Type: Baseline Cost Estimate

Budget Risk Level: LOW

Schedule Risk level: MEDIUM

2006 Budget Schedule: 2008

2007 Budget Schedule: 2009

Comment

ST contribution is capped. City of Bothell is the lead to complete the project.

Regional Express

Project **386** I-90 Two-Way Transit & HOV Operations, Stage 2

Description

Scope: Stage 2 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations eastbound on I-90 between 80th Avenue Southeast on Mercer Island and Bellevue Way. A new HOV lane will be added on eastbound outer roadway and the existing ramps at 80th Avenue Southeast on Mercer Island and Bellevue Way and I-405 will be modified. Also the existing eastbound I-90 to I-405 auxiliary lane will be extended west to East Mercer Way. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain.

Changes since 2006: Project split from 382.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	0
2007 Proposed Budget (in $000)	19,372

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	0	2,536	1,617	1,900	5,988	7,330	0	0	19,372
Total	0	2,536	1,617	1,900	5,988	7,330	0	0	19,372

Capital Cost Elements

Cost Element	1997-05	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	143	91	107	337	412	0	0	1,090
Pre-Engineering/Env Review	0	1,836	0	0	0	0	0	0	1,836
Final Design and Specification	0	339	1,434	192	0	0	0	0	1,965
ROW and Construction	0	219	93	1,601	5,651	3,457	0	0	11,020
Contingency	0	0	0	0	0	3,461	0	0	3,461
Total	0	2,536	1,617	1,900	5,988	7,330	0	0	19,372

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: MEDIUM

- ☐ Right of Way Costs
- ☑ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☑ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: HIGH

2006 Budget Schedule: 2008

2007 Budget Schedule: 2010

Regional Express

Project **387** I-90 Two-Way Transit & H0V Operations, Stage 3

Description

Scope: Stage 3 of the I-90 Two-way Transit and HOV Operations project will provide reliable two-way transit and HOV operations eastbound and westbound I-90 between 80th Avenue Southeast on Mercer Island and Rainier Avenue / I-5 in Seattle. This stage will also include the installation of screening on the shared-use pathway on the I-90 floating bridge. The current reversible operations in the center roadway, with both lanes operating in the same direction, will remain. This stage is currently unfunded, but may be divided into segments as funding allows.

Changes since 2006: Project was split from 382.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	0
2007 Proposed Budget (in $000)	1,722

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
East King County	0	1,722	0	0	0	0	0	0	1,722
Total	0	1,722	0	0	0	0	0	0	1,722

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Agency Administration	0	127	0	0	0	0	0	0	127
Pre-Engineering/Env Review	0	1,595	0	0	0	0	0	0	1,595
Total	0	1,722	0	0	0	0	0	0	1,722

Risk Assesment :

Status: Preliminary Engineering

Estimate Type: Conceptual

Budget Risk Level: HIGH

- ☐ Right of Way Costs
- ☑ Scope Escalation/Change
- ☑ Design and Environmental regulations
- ☐ Unexpected Finding During Engineering
- ☑ Limited Budget Basis
- ☑ Shared Project funding
- ☐ Utilities Relocation ☐ Project Location
- ☐ Coordination

Schedule Risk level: HIGH

2006 Budget Schedule: 2008

2007 Budget Schedule: TBD

Regional Express

Project

999 Regional Express Program Reserve

Description

Changes since the 2006 Adopted budget: Snohomish Country reserves increased to reflect savings from Lynnwood Transit Center - $610K and Pacifc Avenue Overpass - $ 574K. East King County reserves were increased to reflect returns to reserve from Totem Lake Freeway Station $9.6M; Sammamish Park and Ride - $525K; SR 900 Park & Ride - $277K; Bellevue Transit Center - $65K and less a draw on the reserve for the Mercer Island Park and Ride - $335K.

Summaries

Baseline (in $000)	0
2006 Adopted Budget (in $000)	33,973
2007 Proposed Budget (in $000)	45,301

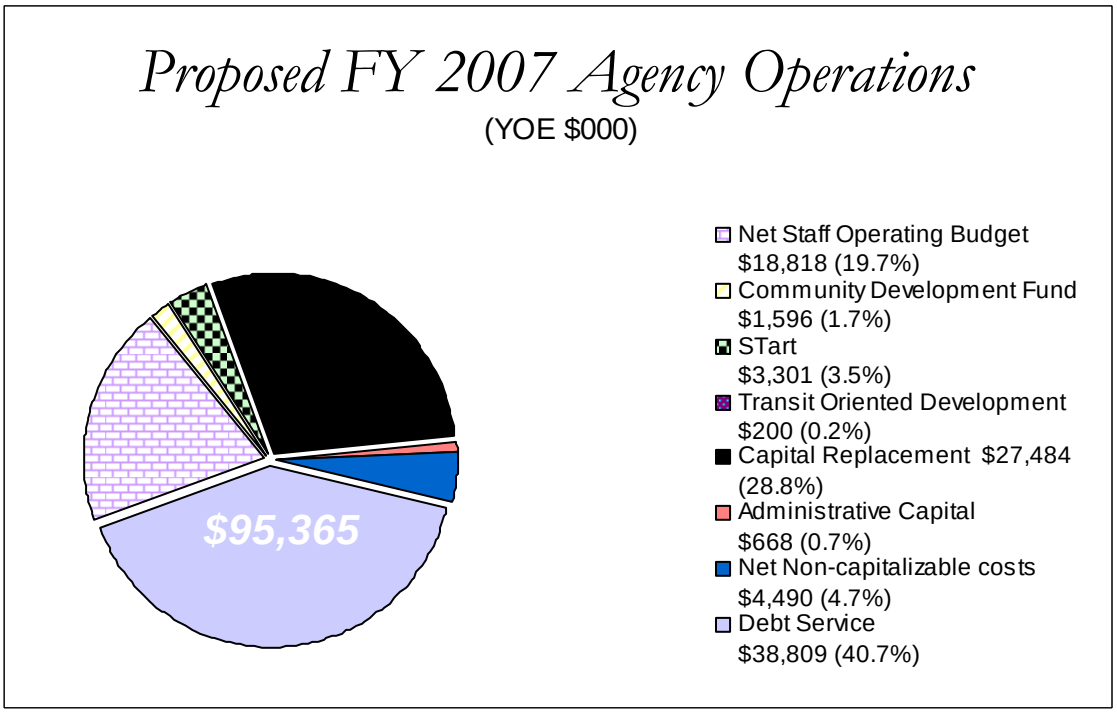
Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	0	0	3,791	0	0	0	0	3,791
East King County	0	0	0	0	41,510	0	0	0	41,510
Total	0	0	0	3,791	41,510	0	0	0	45,301

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Contingency	0	0	0	3,791	41,510	0	0	0	45,301
Total	0	0	0	3,791	41,510	0	0	0	45,301

AGENCY OPERATIONS


Proposed FY 2007 Agency Operations
(YOE $000)
$95,365
Net Staff Operating Budget $18,818 (19.7%)
Community Development Fund $1,596 (1.7%)
STart $3,301 (3.5%)
Transit Oriented Development $200 (0.2%)
Capital Replacement $27,484 (28.8%)
Administrative Capital $668 (0.7%)
Net Non-capitalizable costs $4,490 (4.7%)
Debt Service $38,809 (40.7%)

PROGRAM OVERVIEW

Agency Operations consolidates the activities of the agency that support the project and service delivery activities, manage board-approved initiatives and programs and cover agency-wide costs not associated with an individual project or modal service. The major program areas include staff operations, the Community Development Fund, ST*art*, and Transit Oriented Development.

The Proposed 2007 Budget for Agency Operations is $95.4 million, $27.5 million for operational expenses and $67.9 million for capital.

Agency Operations

2007 Budget Summary

	2007 Operating Budget	2007 Capital Budget	Total
Net Staff Operations	$ 18,817,867	$ -	$ 18,817,867
Community Development Fund	1,596,460	-	1,596,460
ST*art*	412,299	2,888,366	3,300,665
Transit Oriented Development	200,000	-	200,000
Capital Replacement		27,484,000	27,484,000
Administrative Capital	-	667,500	667,500
Net Non-capitalizable Costs	4,489,620	-	4,489,620
Debt Service	1,940,447	36,868,489	38,808,936
Total	***$ 27,456,693***	***$ 67,908,354***	***$ 95,365,047***

STAFF OPERATIONS

Sound Transit employs both corporate staff which administers its programs and services, and operations staff that is directly involved in transit operations. The costs for corporate employees and associated expenses are captured within the agency's staff budgets, which are detailed in the agency's eight departments later in this section of the Proposed 2007 Budget. These costs include salaries and benefits for all agency non-operational employees, services, materials and supplies, utilities, insurance, depreciation, leases and rentals and other miscellaneous expenses. In addition, this section presents draft performance scorecards for each department for 2007.

The proposed Net Staff Operating Budget for 2007 represents a $1.0 million (6 percent) increase from the Adopted 2006 Budget. The Proposed 2007 Budget has an increase of two corporate staff positions from the 2006 Budget. Positions dedicated to the operation of Tacoma Link, Regional Express, MIP, and Sounder, are listed under *Transit Operations Budget Summary* in the Service Delivery section of this document.

ST Staff Operating Budget Change Summary

Department	Current 2006 Budget	Proposed 2007 Budget	$ Change	% Change
Board Administration	$ 684,231	$ 654,422	$ (29,809)	-4%
Capital Projects	4,653,226	4,082,049	(571,177)	-12%
CDF Staff	95,473	95,056	(417)	0%
Central Costs	4,153,815	4,623,530	469,715	11%
Executive	11,351,305	11,722,664	371,359	3%
Finance & Information Technology	11,203,885	11,788,818	584,934	5%
Legal	2,516,643	2,501,852	(14,791)	-1%
Link	8,857,303	10,473,923	1,616,620	18%
Project Delivery Support	7,070,426	6,384,876	(685,550)	-10%
Transportation Services	4,867,059	4,961,506	94,447	2%
Total Staff Operating Budget	55,453,365	57,288,696	1,835,331	3%
Allocation to Capital	(29,266,314)	(28,459,739)	806,575	-3%
Allocation to Transit Services	(6,154,965)	(7,374,479)	(1,219,514)	20%
Depreciation	(2,225,315)	(2,636,612)	(411,297)	18%
Net Staff Operating Budget	$17,806,771	$18,817,867	$1,011,096	6%

ST Staffing Plan Summary

Department	Filled at end of June 2006	Adopted 2006 Budget	Proposed 2007 Budget	New Positions
Corporate Staff				
Board Administration	5.00	5.00	5.00	-
Capital Projects	28.25	44.25	37.25	(7.00)
Central Costs *	-	-	-	-
CDF Staff	1.00	1.00	1.00	-
Executive	62.00	63.50	63.50	-
Finance & Information Technology	50.00	59.00	61.00	2.00
Legal	15.00	17.00	17.00	-
Link	72.00	77.00	87.00	10.00
Project Delivery Support	50.00	59.00	52.00	(7.00)
Transportation Services	27.60	27.60	28.60	1.00
Total Corporate Staff	310.85	353.35	352.35	(1.00)
Operations Staff				
Mobility Initiative Program	-	-	2.00	2.00
Regional Express Bus Operations	1.00	2.00	2.00	-
Sounder Commuter Rail Operations	3.00	3.00	3.00	-
Tacoma Link Light Rail Operations	15.00	16.00	17.00	1.00
Total Operations Staff	19.00	21.00	24.00	3.00
Total Sound Transit Staff	329.85	374.35	376.35	2.00

Sound Transit Staff Operating Budget Summary

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	21,145,840	23,367,099	22,835,228	**23,834,698**
Benefits	10,844,368	12,426,485	12,214,150	**13,272,696**
Subtotal	31,990,208	35,793,584	35,049,378	**37,107,394**
SERVICES				
Consultant/Management	3,070,317	4,370,700	4,123,895	**3,613,600**
Legal	342,738	331,000	333,848	**280,000**
Accounting/Auditing	568,257	640,000	566,115	**739,000**
Maintenance	534,213	542,658	473,488	**776,097**
Printing/Binding	464,400	750,625	610,952	**720,449**
Advertising/Marketing	238,751	294,500	225,562	**289,000**
Interlocal Agreements	540,089	677,500	634,369	**757,500**
Other Services	1,178,058	1,373,416	1,278,496	**1,498,461**
Software And Hardware Maintenance	629,532	1,044,602	875,246	**1,211,138**
Subtotal	7,566,355	10,025,001	9,121,971	**9,885,244**
MATERIALS AND SUPPLIES				
Office Supplies	347,837	382,500	338,740	**388,980**
Postage	61,906	251,220	168,908	**248,130**
Small Equipment/Furniture	553,115	551,066	522,712	**659,889**
Other Materials & Supplies	195,962	270,008	180,885	**233,280**
Subtotal	1,158,819	1,454,794	1,211,246	**1,530,279**
MISCELLANEOUS EXPENSES				
Dues & Memberships	251,528	286,176	320,888	**291,491**
Travel & Meetings	352,797	451,783	400,970	**448,328**
Books & Subcriptions	93,918	89,942	89,850	**142,517**
Training	236,992	278,755	215,219	**253,079**
Other Misc. Expenses	1,258,259	1,256,525	2,837,169	**1,236,800**
Contingency	0	115,000	76,668	**145,000**
Subtotal	2,193,493	2,478,181	3,940,764	**2,517,215**
LEASES AND RENTALS				
Admin Facilities Rental	1,804,281	1,645,100	1,627,818	**1,705,919**
Leased Vehicles/Parking	178,752	187,800	191,200	**183,000**
Meeting Space	7,262	34,875	29,271	**42,025**
Leased Funiture & Equip	47,351	84,500	69,956	**79,500**
Subtotal	2,037,645	1,952,275	1,918,245	**2,010,444**
OTHER EXPENSES				
Utilities	461,251	514,716	459,227	**554,827**
Insurance	753,742	970,000	903,745	**1,002,082**
Taxes	4,864	3,500	1,776	**8,600**
Interest Expense	34,999	36,000	25,072	**36,000**
Depreciation	2,573,554	2,225,315	2,234,909	**2,636,612**
Subtotal	3,828,410	3,749,531	3,624,729	**4,238,121**
TOTAL STAFF OPERATIONS	48,774,931	55,453,365	54,866,333	**57,288,696**

Sound Transit Staff Operating Change Summary

Description	2006 Adopted	2007 Proposed	*$ Change*	*% Change*
Salaries and Benefits				
Salaries	23,367,099	**23,834,698**	467,599	2.00%
Benefits	12,426,485	**13,272,696**	846,211	6.81%
Subtotal	35,793,584	**37,107,394**	1,313,810	3.67%
Services				
Consultant/Management	4,370,700	**3,613,600**	-757,100	-17.32%
Legal	331,000	**280,000**	-51,000	-15.41%
Accounting/Auditing	640,000	**739,000**	99,000	15.47%
Maintenance	542,658	**776,097**	233,439	43.02%
Printing/Binding	750,625	**720,449**	-30,176	-4.02%
Advertising/Marketing	294,500	**289,000**	-5,500	-1.87%
Interlocal Agreements	677,500	**757,500**	80,000	11.81%
Other Services	1,373,416	**1,498,461**	125,045	9.10%
Software And Hardware Maintenanc	1,044,602	**1,211,138**	166,536	15.94%
Subtotal	10,025,001	**9,885,244**	-139,756	-1.39%
Materials and Supplies				
Office Supplies	382,500	**388,980**	6,480	1.69%
Postage	251,220	**248,130**	-3,090	-1.23%
Small Equipment/Furniture	551,066	**659,889**	108,823	19.75%
Other Materials & Supplies	270,008	**233,280**	-36,728	-13.60%
Subtotal	1,454,794	**1,530,279**	75,485	5.19%
Miscellaneous Expenses				
Dues & Memberships	286,176	**291,491**	5,315	1.86%
Travel & Meetings	451,783	**448,328**	-3,455	-0.76%
Books & Subcriptions	89,942	**142,517**	52,575	58.45%
Training	278,755	**253,079**	-25,676	-9.21%
Other Misc. Expenses	1,256,525	**1,236,800**	-19,725	-1.57%
Contingency	115,000	**145,000**	30,000	26.09%
Subtotal	2,478,181	**2,517,215**	39,034	1.58%
Leases and Rentals				
Admin Facilities Rental	1,645,100	**1,705,919**	60,819	3.70%
Leased Vehicles/Parking	187,800	**183,000**	-4,800	-2.56%
Meeting Space	34,875	**42,025**	7,150	20.50%
Leased Funiture & Equip	84,500	**79,500**	-5,000	-5.92%
Subtotal	1,952,275	**2,010,444**	58,169	2.98%
Other Expenses				
Utilities	514,716	**554,827**	40,111	7.79%
Insurance	970,000	**1,002,082**	32,082	3.31%
Taxes	3,500	**8,600**	5,100	145.71%
Interest Expense	36,000	**36,000**	0	0.00%
Depreciation	2,225,315	**2,636,612**	411,297	18.48%
Subtotal	3,749,531	**4,238,121**	488,590	13.03%
TOTAL STAFF OPERATIONS	55,453,365	**57,288,696**	1,835,331	3.31%

S0UND TRANSIT AGENCY REVIEW (STAR)

(Previously Objectives and Action Plans)

In 2005, Sound Transit initiated work on updating its performance reporting through development of a performance management system based on the 'balanced scorecard' approach developed by Robert Kaplan of the Harvard Business School. Development of this reporting system included updating the agency mission and vision statements, establishment of five key results areas, identification of a goal statement for each key result area, implementing department initiatives for each goal, and selection of performance measures for each department initiative.

A Transit Performance Management Roundtable was held in October 2005 where Sound Transit exchanged performance management ideas with executives from BART (Bay Area Rapid Transit), DART (Dallas Area Rapid Transit), Orange County Transit Authority (OCTA), Utah Transit Authority (UTA), and Valley Transit Authority (VTA). After studying the performance measurement and reporting systems of 11 transit agencies, a new performance reporting system was developed for Sound Transit based on knowledge gained from those peer comparisons. This new performance management system called "STAR" (Sound Transit Agency Review) will replace the objectives and action plan section of our Proposed 2007 Budget book.

The goals and objectives statements have been updated to the five key results areas of Project Delivery, Service Delivery, System Expansion, Stewardship, and Organizational Vibrancy. A goal statement for each key result will be published and each department is responsible for translating those goals into specific initiatives with defined performance measures. This integrated system provides a basis for evaluating the accomplishments of our departments towards the overall agency goals.

Sound Transit's updated mission statement is:

> ***"Sound Transit plans, builds, and operates regional transit systems and services to improve mobility for the Central Puget Sound"***.

The updated vision statement is:

> ***"Easy connections…***
>
> ***to more places...***
>
> ***for more people."***

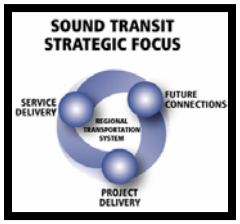
These goals, initiatives, and measures are summarized below on individual scorecards for each department to provide a concise basis for evaluation of our performance. As the new STAR performance management system is implemented, this initial set of draft scorecards will evolve as Sound Transit gains experience through monthly internal reporting on these measures. The draft scorecards are presented below, first as an overall agency scorecard and then as departmental scorecards that support the overall agency mission and vision. This project is still a work in progress. Staff is focused on developing the performance metrics and the data to measure and report.

Mission Statement:

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for the Central Puget Sound.

Vision:

Easy connections ….
to more places ….
for more people.



SOUNDTRANSIT

AGENCY SCORECARD

THEME	GOAL STATEMENT	PERFORMANCE MEASURES
PROJECT DELIVERY	Build quality projects on time and within budget	• % of projects completed within the baseline budget. • % of projects completed within the baseline schedule
SERVICE DELIVERY	Provide quality service to our customers	• Maintain annual customer satisfaction rating equal to xx or higher • % of system wide ridership growth
SYSTEM EXPANSION	Create integrated plans for future expansion	• % of the region's xx urban/activity centers served by ST's projects/ services • Increase by xx% the access locations in the transit network • Increase by xx% passenger miles carried by ST's services.
STEWARDSHIP OF RESOURCES	Manage public resources in a manner that demonstrates accountability, fiscal responsibility, and delivers on commitments	• Limit expense growth to equal inflation over a 10 year average • % of agency physical assets maintained to insure useful service life • xx% transit operating efficiency and effectiveness measures met
ORGANIZATIONAL VIBRANCY	Foster an atmosphere where talented and dedicated people want to work toward our common mission	• xx% improvement in employee satisfaction based upon results of a bi-annual employee survey • 100 % of employees receiving at least 16 hours of training/professional development per year • % employee retention rate

Our five themes are representative of measures of success for design and construction (Project Delivery), transit operations (Service Delivery), planning and vision (System Expansion), Financial Management (Stewardship of Resources), and employee development (Organizational Vibrancy).

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BOARD ADMINISTRATION DEPARTMENT

Board Administration Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	292,969	363,745	329,188	**333,706**
Benefits	137,474	160,770	156,252	**160,926**
Subtotal	430,443	524,515	485,440	**494,632**
SERVICES				
Consultant/Management	15,000	93,800	83,707	**91,100**
Maintenance	11,468	22,000	17,527	**25,000**
Printing/Binding	3,865	10,600	6,752	**10,000**
Other Services	29,079	3,420	2,379	**2,500**
Subtotal	59,413	129,820	110,366	**128,600**
MATERIALS AND SUPPLIES				
Office Supplies	5,694	5,600	4,146	**6,600**
Postage	31	500	332	**0**
Small Equipment/Furniture	0	0	0	**500**
Other Materials & Supplies	0	0	0	**500**
Subtotal	5,725	6,100	4,478	**7,600**
MISCELLANEOUS EXPENSES				
Dues & Memberships	175	250	275	**250**
Travel & Meetings	17,971	19,890	17,875	**19,890**
Books & Subcriptions	16	500	332	**300**
Training	798	2,250	1,332	**2,250**
Other Misc. Expenses	70	0	51	**0**
Subtotal	19,031	22,890	19,866	**22,690**
OTHER EXPENSES				
Utilities	623	906	813	**900**
Subtotal	623	906	813	**900**
TOTAL STAFF OPERATIONS	**515,235**	**684,231**	**620,963**	**654,422**

EXECUTIVE DEPARTMENT

Executive Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	3,824,079	4,131,166	4,106,144	**4,282,680**
Benefits	1,966,353	2,209,092	2,205,952	**2,396,837**
Subtotal	5,790,433	6,340,258	6,312,095	**6,679,517**
SERVICES				
Consultant/Management	1,034,750	1,234,500	1,159,789	**1,300,200**
Legal	381	0	0	**0**
Accounting/Auditing	149,569	205,000	137,735	**206,000**
Maintenance	20,460	2,500	2,948	**1,500**
Printing/Binding	425,078	561,800	462,165	**540,500**
Advertising/Marketing	237,566	278,500	214,746	**272,500**
Interlocal Agreements	0	7,500	7,500	**7,500**
Other Services	244,402	513,100	426,937	**486,400**
Software And Hardware Maintenance	0	4,000	4,000	**4,000**
Subtotal	2,112,206	2,806,900	2,415,820	**2,818,600**
MATERIALS AND SUPPLIES				
Office Supplies	254,980	280,450	247,948	**275,850**
Postage	59,462	212,400	135,286	**209,400**
Small Equipment/Furniture	44,762	16,500	22,754	**12,094**
Other Materials & Supplies	39,528	51,300	36,477	**68,500**
Subtotal	398,732	560,650	442,465	**565,844**
MISCELLANEOUS EXPENSES				
Dues & Memberships	58,920	50,092	42,677	**50,447**
Travel & Meetings	122,412	112,304	105,043	**112,585**
Books & Subcriptions	7,478	9,150	10,470	**40,250**
Training	16,938	42,806	38,402	**50,591**
Other Misc. Expenses	1,154,357	1,164,525	1,006,082	**1,102,450**
Contingency	0	115,000	76,668	**145,000**
Subtotal	1,360,105	1,493,877	1,279,342	**1,501,323**
LEASES AND RENTALS				
Meeting Space	0	14,450	11,666	**14,100**
Leased Funiture & Equip	47,351	83,000	67,674	**75,500**
Subtotal	47,351	97,450	79,340	**89,600**
OTHER EXPENSES				
Utilities	27,224	17,170	22,521	**32,780**
Interest Expense	34,674	35,000	24,329	**35,000**
Subtotal	61,898	52,170	46,850	**67,780**
TOTAL STAFF OPERATIONS	**9,770,724**	**11,351,305**	**10,575,912**	**11,722,664**

SOUNDTRANSIT

SCORECARD

EXECUTIVE DEPARTMENT

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Improve communications on safety and security issues with contractors and outside relevant government agencies 2. Improve integration of safety and security into project management processes (Safety Culture) 3. Oversee access safety and security requirements for site visits 4. Implement safety and security certification program 5. Participate in design review process for safety and security issues	1. Percent of contractors with Emergency Response Plan in place 2. Number of Non-Compliance Notices; Days Away, DART rate compared to Nat'l Average; RIR rate compared to Nat'l Average; Percent of projects with safety and security review within the initial design phase 3. Surveys determining the safety and security of construction site perimeters 4. Measure percentage of completed projects based on checklist 5. Number of design reviews; Safety Audits
SERVICE DELIVERY	*Provide quality service to our customers*	1. Increase physical presence of security 2. Improve communications with local law enforcement	1. Customer satisfaction survey response related to safety and security 2. Established agreements with law enforcement agencies
SYSTEM EXPANSION	*Create integrated plans for future expansion*	N/A	N/A
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	N/A	N/A
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Provide training to supervisors/managers on employee development and performance planning 2. Provide a safe and secure work environment	1. Number of employees trained in safety and security 2. Increase percentage of ST employee training by 10%, decrease amount of employee theft at Union Station based on clear incident reports

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COMMUNICATIONS

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	4. Increase public awareness of ST brand 5. Secure federal appropriations 6. Integrate public art into ST projects 7. Successfully complete projects within schedule and budget	1A. Measure public awareness of ST brand (polls, surveys) 1B. % of agency communications products which met ST branding and message standards 2. XX% of federal appropriations assumed in project budget 3. XX% art projects delivered within capital projects' budget & schedule 4A. % of projects completed within the baseline budget 4B. % of projects completed with the baseline schedule
SERVICE DELIVERY	*Provide quality service to our customers*	4. Build awareness of the Sound Transit brand 5. Build awareness of Sound Transit services 6. Enhance customer satisfaction	1. % of agency communication products that meet agency branding and message standards 2A. Measure (polls, surveys) awareness of ST services 2B. Track ridership relative to marketing programs 3A. Maintain annual customer satisfaction rating equal to xx message standards 3B. Track rider ship relative to marketing programs
SYSTEM EXPANSION	*Create integrated plans for future expansion*	4. Increase public awareness of and involvement with Sound Transit system expansion plans	1. Measure public awareness of system expansion (polls, surveys)
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Communicate the agency's stewardship of public resources	1. Measure public awareness of ST public stewardship
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Provide internal promotional and career development opportunities 2. Manage individual workloads by setting priorities and planning ahead 3. Recognize and celebrate individual contributions to department goals	1. Annual discussion with each employee to determine interests and opportunities 2. Develop a management system for prioritizing work requests 3. Develop an employee recognition program for the department

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OFFICE OF POLICY AND PLANNING

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Effectively manage capital projects' schedules and budgets 2. Provide timely GIS services to project managers in the agency	1. % of milestones accomplished on schedule (Plan vs actual cost) 2. For GIS mapping services, achieve task order projects' promised turnaround time 90 percent of the time
SERVICE DELIVERY	*Provide quality service to our customers*	1. Enhance service delivery program through technology 2. Provide timely assistance to respond to customer inquiries/complaints	1A. Achieve at least 90% of beta customer recruitment target for Smart Card 1B. CCTV transitioned to TSD by June 2006 2A. Provide fare pricing and contract terms or analysis requirements for institutional customers within two weeks of receiving quotation request, 80% of the time 2B. Provide response to fare-related inquiries to customer services within 48 hours for routine inquiries; within one week for inquiries requiring consultation with parties outside of ST 2C. Provide response to boundary taxation questions to finance/customer services within 48 hours
SYSTEM EXPANSION	*Create integrated plans for future expansion*	1. Effectively manage the ST2 process on the Board's schedule; complete technical work (capital costs, O&M costs, ridership forecasting, system evaluation, etc.) as necessary to support Board decisions 2. Facilitate effective participation of internal ST staff prior to adoption of ST2 Plan	1. ST2 Plan is adopted by Board by fall, 2006 - Receive a finding of "Adequacy" from the Expert Review Panel by Q1, 2007 - Receive a finding of "Consistency" from PSRC by Q1, 2007 2 Internal staff team is established and meets to review ST2 products; suggestions are incorporated into the ST2 work and/or followed up with the team
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Increase fare revenue from institutional customers	1. Increase institutional pass revenue by 10% over 2005
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Have an ST2 Plan ready for 2007 2. Manage employee performance and foster professional development	1A. OPP completes work necessary for the board to adopt plan by fall, 2006 2A. 100% of performance reviews are completed within 30 days of anniversary 2B. 100% of employees attend at least 16 hours of training or professional development each year

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FINANCE & IT DEPARTMENT

Finance & Information Technology Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	3,330,919	3,681,703	3,603,975	**3,888,166**
Benefits	1,780,890	2,015,010	1,972,594	**2,222,547**
Subtotal	5,111,809	5,696,713	5,576,569	**6,110,713**
SERVICES				
Consultant/Management	924,912	1,472,200	1,405,949	**1,191,000**
Legal	11,514	0	0	**20,000**
Accounting/Auditing	418,317	435,000	428,380	**532,500**
Maintenance	366	0	0	**0**
Printing/Binding	21,300	33,875	23,368	**27,049**
Interlocal Agreements	368,646	345,000	359,238	**425,000**
Other Services	171,069	174,074	197,292	**187,171**
Software And Hardware Maintenance	628,037	1,040,602	871,246	**1,207,138**
Subtotal	2,544,161	3,500,751	3,285,473	**3,589,857**
MATERIALS AND SUPPLIES				
Office Supplies	14,058	13,200	12,508	**15,700**
Postage	201	3,950	2,636	**3,950**
Small Equipment/Furniture	449,442	501,500	468,825	**569,200**
Other Materials & Supplies	38,402	60,000	43,129	**30,000**
Subtotal	502,103	578,650	527,097	**618,850**
MISCELLANEOUS EXPENSES				
Dues & Memberships	13,984	18,225	13,619	**19,125**
Travel & Meetings	67,000	67,731	55,015	**68,406**
Books & Subcriptions	39,903	39,500	38,136	**44,700**
Training	121,659	114,400	83,249	**107,000**
Other Misc. Expenses	13,404	20,850	19,040	**4,350**
Subtotal	255,949	260,706	209,060	**243,581**
LEASES AND RENTALS				
Meeting Space	0	3,025	1,930	**3,025**
Subtotal	0	3,025	1,930	**3,025**
OTHER EXPENSES				
Utilities	197,450	195,040	160,997	**221,792**
Insurance	772,818	968,000	903,305	**1,000,000**
Interest Expense	325	1,000	743	**1,000**
Subtotal	970,593	1,164,040	1,065,046	**1,222,792**
TOTAL STAFF OPERATIONS	**9,384,614**	**11,203,885**	**10,665,175**	**11,788,818**

SOUNDTRANSIT

SCORECARD

FINANCE & IT DEPARTMENT

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Provide relevant and accurate management systems and financial data 2. Maximize project funding, communicate funding strategy and results 3. Develop and maintain insurance program for all ST projects	1A. Reconciliation of HQ reports to Capital Outlay reports data within 10 working days of month-end 1B. Payment; 95% in 10 days for construction; 95% in 15 days for A&E; 90% within invoice terms 1C. 100% of adopted lifetime capital budgets in the system by 3rd Friday in January 2. 97% system availability; 100% of agency and special SLA's measurements; 95% of agency revenue forecasts 3. Insurance strategy for 100% of capital projects
SERVICE DELIVERY	*Provide quality service to our customers*	1. Provide relevant and accurate management systems and financial and service data 2. Maximize ridership through the use of existing agency resources 3. Maintain property and liability programs	1. 97% system availability; meet 100% SLA's measurements; 100% completion of month-end close on schedule 2A. Review of service changes for financial plan impact 2B. Review baseline operations costs; 100% ST NTD reports, 100% insurance renewal, 60 days prior to expiration 3. Report 100% of claims within 72 hours
SYSTEM EXPANSION	*Create integrated plans for future expansion*	1. Review financial management structure to improve use of agency resources 2. Define an IT architecture that matches agency planning 3. Develop and facilitate financial related planning processes	1. Financial policy adopted prior to system expansion, financial system plan supports policy changes 2. Planning through IT governance structure, follow IT strategic plan 3. Meet agency, federal and board financial planning requirements, a cost/benefit of future expansion plans
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Provide reporting of financial information that meets state, federal and legal requirements 2. Maintain records and insure all agency assets 3. Protect and secure all FIT intellectual assets 4. Ensure agency long-term financial liquidity	1. 100% unqualified audit opinions, no reportable conditions, 100% of financial reporting on-time 2A. 95% accuracy on inventory and plant observations 2B. Insure 100% of agency assets 3. Zero IT security breaches 4. Finance plan updated by September 30th, Long Term Administrative Cost updated by June 30th
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Ensure professional development through training, growth opportunities and challenging work 2. Manage, recognize, measure and compensate performance that focuses on the mission, goals, initiatives 3. Build and develop valued teams with ownership for overall agency goals	1. Annual professional development plan for FIT staff, review professional development monthly; 100% of reviews completed within 30 days of anniversary 2. Work objectives within 30 days of anniversary 3. Team building at quarterly department meetings, quarterly project planning with business partners

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PROJECT DELIVERY SUPPORT
SERVICES DEPARTMENT

Project Delivery Support Services Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	3,265,321	3,570,747	3,467,283	**3,229,993**
Benefits	1,737,181	1,975,192	1,910,975	**1,870,152**
Subtotal	5,002,502	5,545,939	5,378,258	**5,100,145**
SERVICES				
Consultant/Management	940,420	1,083,500	1,047,541	**594,500**
Legal	0	0	665	**0**
Accounting/Auditing	371	0	0	**500**
Maintenance	0	0	0	**103,600**
Printing/Binding	3,083	32,500	24,980	**36,500**
Advertising/Marketing	420	2,000	1,332	**2,600**
Other Services	140,703	168,100	154,940	**284,400**
Subtotal	1,084,996	1,286,100	1,229,457	**1,022,100**
MATERIALS AND SUPPLIES				
Office Supplies	16,331	21,100	16,020	**19,600**
Postage	1,835	9,700	8,555	**10,330**
Small Equipment/Furniture	11,990	8,500	12,256	**15,000**
Other Materials & Supplies	20,558	18,500	12,743	**26,500**
Subtotal	50,715	57,800	49,575	**71,430**
MISCELLANEOUS EXPENSES				
Dues & Memberships	10,475	38,110	39,767	**37,555**
Travel & Meetings	44,579	26,977	22,207	**41,720**
Books & Subcriptions	12,481	6,400	7,063	**9,700**
Training	56,532	56,600	42,790	**36,526**
Other Misc. Expenses	33,758	31,000	24,310	**46,200**
Subtotal	157,825	159,087	136,137	**171,701**
LEASES AND RENTALS				
Leased Vehicles/Parking	202	0	0	**0**
Meeting Space	7,262	13,000	12,497	**13,000**
Leased Funiture & Equip	0	1,500	2,283	**2,000**
Subtotal	7,463	14,500	14,780	**15,000**
OTHER EXPENSES				
Utilities	9,161	7,000	7,170	**4,500**
Subtotal	9,161	7,000	7,170	**4,500**
TOTAL STAFF OPERATIONS	**6,312,661**	**7,070,426**	**6,815,377**	**6,384,876**

SOUNDTRANSIT

SCORECARD

PROJECT DELIVERY SUPPORT SERVICES DEPARTMENT

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Provide procurement and contracting services to facilitate on time delivery of projects 2. Facilitate Phase 3. Review Design Documents 4. Implement project specific Real Estate plan for on-time delivery 5. Implement Safety Certification Plans to assure that safety critical items are properly incorporated into the work	1. Percentage of procurements delivered on-time. Initiate Purchase Order process within 3 business days 2. Percentage of Phase Gate action items resolved within 30 days of gate meeting 3. 90% written response rate of design review comments by next submittal 4. Percentage of properties acquired by critical milestones date 5A. Percentage of Safety Certification items completed by key milestones according to the Safety Certification plan 5B. 100% written response rate to Safety comments
SERVICE DELIVERY	*Provide quality service to our customers*	1. Conduct audits and surveillances to assess the performance and service delivery of the agency 2. Implement a program in Real Estate to ensure data integrity of certified reports	1A. 90% of Findings and Observations are responded to within 30 days 1B. 75% of Findings and Closed NCR's within 60 days 2. Number of Real Estate PMOC audit findings
SYSTEM EXPANSION	*Create integrated plans for future expansion*	1. Department staff actively participating in planning activities for future expansion	1. Percent of future planning activities that include Project Delivery Support personnel
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Implement formal Lessons Learned to improve capital project delivery 2. Implement a business procurement program to maximize Disadvantaged Business opportunities	1A. Collect baseline data. No data at this time 1B. Charter and plan for implementation in 2006 2. Percentage of Contract dollars awarded to M/W/DBE's and other Small Businesses
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Implement Employee Development Program to help develop and retain employees	1. Percentage of department employees who have an annual career development plan

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CAPITAL PROJECTS DEPARTMENT

Capital Projects Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	2,563,931	2,929,847	2,799,290	**2,501,006**
Benefits	1,324,264	1,569,689	1,499,962	**1,402,445**
Subtotal	3,888,196	4,499,536	4,299,252	**3,903,451**
SERVICES				
Consultant/Management	48,531	45,000	60,796	**45,000**
Legal	1,318	5,000	3,332	**0**
Printing/Binding	4,480	3,000	3,421	**1,500**
Advertising/Marketing	765	2,500	1,816	**2,500**
Other Services	21,151	20,000	35,088	**55,000**
Subtotal	76,245	75,500	104,453	**104,000**
MATERIALS AND SUPPLIES				
Office Supplies	9,315	10,000	9,156	**10,000**
Postage	150	120	80	**150**
Small Equipment/Furniture	4,448	0	598	**0**
Other Materials & Supplies	4,669	0	0	**0**
Subtotal	18,581	10,120	9,835	**10,150**
MISCELLANEOUS EXPENSES				
Dues & Memberships	2,752	3,490	3,569	**2,331**
Travel & Meetings	20,771	31,005	29,895	**29,617**
Books & Subcriptions	2,577	1,275	1,344	**1,500**
Training	13,889	20,800	15,536	**17,000**
Other Misc. Expenses	4,885	0	0	**0**
Subtotal	44,874	56,570	50,344	**50,448**
LEASES AND RENTALS				
Meeting Space	0	2,500	1,803	**3,000**
Subtotal	0	2,500	1,803	**3,000**
OTHER EXPENSES				
Utilities	4,718	9,000	7,549	**11,000**
Subtotal	4,718	9,000	7,549	**11,000**
TOTAL STAFF OPERATIONS	**4,032,614**	**4,653,226**	**4,473,236**	**4,082,049**

SOUNDTRANSIT

SCORECARD

CAPITAL PROJECTS DEPARTMENT

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Improve management processes to increase % of projects completed within baseline budget and schedule	1A. 85% of program forecast to monthly progress 1B. Baseline schedules and budget performance measures in development
SERVICE DELIVERY	*Provide quality service to our customers*	1. Establish consolidated design guidelines and standards to increase external and internal customer satisfaction with our facilities	1. Internal and external customer satisfaction level with facilities
SYSTEM EXPANSION	*Create integrated plans for future expansion*	1. Identify and manage resources to provide technical expertise for long range planning and ST2 plan development	1. OPP satisfaction level with CPD technical support
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Effectively manage department financial resources	1. Staff operating budget is not over-spent
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Conduct a department employee survey to assist in determining opportunities for improvement 2. Develop an action plan based on employee input 3. Develop a system to track employee training	1 At least 75% of department employees attending at least 16 hours of training or development opportunities per year consistent with employee development plans 2. Employee satisfaction level with Sound Transit employment

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LINK LIGHT RAIL DEPARTMENT

Link Light Rail Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	5,109,714	5,554,737	5,429,321	**6,430,908**
Benefits	2,557,345	2,849,180	2,819,049	**3,458,143**
Subtotal	7,667,059	8,403,917	8,248,370	**9,889,051**
SERVICES				
Consultant/Management	16,810	18,000	11,000	**18,000**
Legal	225	1,000	508	**0**
Printing/Binding	4,769	15,250	12,090	**12,350**
Advertising/Marketing	0	500	332	**100**
Other Services	23,582	50,250	48,302	**122,060**
Subtotal	45,385	85,000	72,232	**152,510**
MATERIALS AND SUPPLIES				
Office Supplies	32,003	45,000	41,243	**50,980**
Postage	174	3,900	2,589	**3,650**
Small Equipment/Furniture	15,316	15,330	10,528	**43,295**
Other Materials & Supplies	2,591	30,300	21,564	**17,200**
Subtotal	50,083	94,530	75,924	**115,125**
MISCELLANEOUS EXPENSES				
Dues & Memberships	6,902	8,584	3,663	**13,234**
Travel & Meetings	47,846	152,910	134,132	**138,091**
Books & Subcriptions	6,521	7,400	8,977	**18,750**
Training	7,829	18,222	9,525	**22,562**
Other Misc. Expenses	25,519	16,800	18,983	**61,800**
Subtotal	94,617	203,916	175,280	**254,437**
LEASES AND RENTALS				
Leased Vehicles/Parking	5,279	0	0	**0**
Meeting Space	0	800	450	**7,700**
Subtotal	5,279	800	450	**7,700**
OTHER EXPENSES				
Utilities	28,422	69,140	58,320	**55,100**
Taxes	54	0	0	**0**
Subtotal	28,476	69,140	58,320	**55,100**
TOTAL STAFF OPERATIONS	**7,890,900**	**8,857,303**	**8,630,576**	**10,473,923**

SOUNDTRANSIT

SCORECARD

LINK LIGHT RAIL DEPARTMENT

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Identify and empower accountable project managers by anticipating, managing and resolve project issues 2. Allocate and mobilize necessary project resources 3. Create a practice that would set realistic budget and schedule 4. Monitor and report progress	1. Increase issues resolved at PM level or below. Ask PM's quarterly if they have needed authority 2A. Key personnel appointed for all vacancies 2B. 5% or less vacancies on each project 3. 100% division managers participation in forecasting project budgets 4A. % of milestones accomplished on time 4B. Plan vs. forecasted costs
SERVICE DELIVERY	*Provide quality service to our customers*	1. Deliver customer focused, user friendly, cost effective, easily maintained, safe and secure – light rail systems 2. Support Operations by opening Link Light Rail on schedule and without mishaps	1. 100% compliance with Link rail activation plan requirements 2. Operations report to Link about maintenance, customer satisfaction and safety (MTBF, MTTR)
SYSTEM EXPANSION	*Create integrated plans for future expansion*	1. Plan and design Link projects to allow for the future expansion and integration with regional systems 2. Participate with other ST departments and other transit organizations in the expansion of Link projects as part of the ST2 plan development	1. 100% of all Final Design packages include the elements necessary for future system expansion. 2. Provide on-time input to draft plan and final plan
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Perform Risk Assessment 2. Maximize life cycle of facilities and equipment 3. Contract for Third Party financial audits 4. Monthly & Quarterly Reports	1. Prioritize risks and validate analysis ranking during and after construction for ___% outcome measurement 2. Perform Constructability review at PE level 3. Assign rating to audit outcome based on findings 4. Produce monthly report within ___% of 15-20 day production standard
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Foster technical excellence and promote professional development 2. Recognize, celebrate and reward achievements	1A. 100% of employees have a professional development plan that includes opportunities for career development 1B. All performance reviews are complete within 30 days of anniversary. 2. Hold celebratory functions at least semi-annually at an all staff gathering, to recognize high achievers and Link milestones

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LEGAL DEPARTMENT

Legal Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	1,274,291	1,327,511	1,286,798	**1,371,370**
Benefits	646,748	661,513	646,796	**716,601**
Subtotal	1,921,039	1,989,024	1,933,594	**2,087,971**
SERVICES				
Consultant/Management	83,527	128,700	101,478	**79,000**
Legal	324,410	325,000	329,342	**260,000**
Printing/Binding	213	400	651	**550**
Advertising/Marketing	0	0	0	**300**
Other Services	21,717	12,150	30,309	**11,300**
Software And Hardware Maintenance	1,495	0	0	**0**
Subtotal	431,361	466,250	461,781	**351,150**
MATERIALS AND SUPPLIES				
Office Supplies	3,510	3,400	3,028	**3,500**
Small Equipment/Furniture	7,020	1,636	1,311	**1,800**
Other Materials & Supplies	696	0	0	**0**
Subtotal	11,226	5,036	4,339	**5,300**
MISCELLANEOUS EXPENSES				
Dues & Memberships	6,821	6,100	6,757	**6,074**
Travel & Meetings	10,997	11,966	13,739	**11,966**
Books & Subcriptions	16,852	20,817	17,960	**21,867**
Training	14,325	11,400	11,488	**11,800**
Other Misc. Expenses	55	150	79,696	**0**
Subtotal	49,049	50,433	129,640	**51,707**
LEASES AND RENTALS				
Meeting Space	0	500	525	**600**
Subtotal	0	500	525	**600**
OTHER EXPENSES				
Utilities	3,238	5,400	5,213	**5,124**
Subtotal	3,238	5,400	5,213	**5,124**
TOTAL STAFF OPERATIONS	**2,415,913**	**2,516,643**	**2,535,092**	**2,501,852**

SOUNDTRANSIT

SCORECARD

LEGAL DEPARTMENT

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Provide timely legal advice to avoid project delays 2. Ensure that environmental documents comply with environmental requirements	1A. 90% of requests for new services acknowledged within one business day; 100% acknowledged within 2 business days 1B. Fewer than 10% preventable legal emergencies 2. 90% of appeals successfully defended when legal advice followed
SERVICE DELIVERY	*Provide quality service to our customers*	1. Provide prompt, thorough review of legal issues identified. 2. Keep clients informed about major or recurring legal issues	1. No errors in legal analysis 2. 100% of law/regulatory changes that affect clients activities communicated to clients at least 30 days before effective date through education and training sessions or documents on recurring legal issues provided
SYSTEM EXPANSION	*Create integrated plans for future expansion*	1. Early identification of issues that could affect plans for future expansion	1. 100% of legal issues identified in intra-agency work teams that include the legal department in developing plans for future system plan expansion
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Provide mechanism to capture significant work product and research 2. Ensure compliance with public disclosure laws	1. 100% of legal memoranda, briefs and legal instruments archived in library database 2. 100% of public disclosure requests responded to on time
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Create an environment where life balance is respected 2. Provide professional association opportunities for Legal Department	1. Annual survey of legal staff's workload 2A. 100% of staff attend at least 1 skills' enhancement or professional development each year 2B. Percentage of Legal Staff participating in professional associations

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TRANSPORTATION SERVICES DEPARTMENT

Transportation Services Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	1,484,616	1,758,126	1,678,417	**1,746,438**
Benefits	791,418	956,083	931,414	**1,012,973**
Subtotal	2,276,035	2,714,209	2,609,830	**2,759,411**
SERVICES				
Consultant/Management	6,368	295,000	253,635	**294,800**
Legal	4,891	0	0	**0**
Maintenance	501,476	518,158	452,590	**645,997**
Printing/Binding	1,613	93,200	77,526	**92,000**
Advertising/Marketing	0	11,000	7,336	**11,000**
Interlocal Agreements	0	150,000	93,332	**150,000**
Other Services	501,355	422,322	368,456	**339,630**
Subtotal	1,015,702	1,489,680	1,252,875	**1,533,427**
MATERIALS AND SUPPLIES				
Office Supplies	11,945	3,750	4,690	**6,750**
Postage	53	20,650	19,430	**20,650**
Small Equipment/Furniture	11,395	7,600	6,309	**18,000**
Other Materials & Supplies	89,518	109,908	66,972	**90,580**
Subtotal	112,912	141,908	97,401	**135,980**
MISCELLANEOUS EXPENSES				
Dues & Memberships	1,443	1,325	1,273	**2,475**
Travel & Meetings	21,222	25,000	20,395	**25,000**
Books & Subcriptions	8,090	4,900	5,568	**5,450**
Training	5,022	10,277	11,565	**3,850**
Other Misc. Expenses	26,211	23,200	17,841	**22,000**
Subtotal	61,987	64,702	56,642	**58,775**
LEASES AND RENTALS				
Admin Facilities Rental	47,691	51,600	48,274	**54,000**
Leased Vehicles/Parking	173,271	187,800	191,200	**183,000**
Meeting Space	0	600	400	**600**
Leased Funiture & Equip	0	0	0	**2,000**
Subtotal	220,963	240,000	239,873	**239,600**
OTHER EXPENSES				
Utilities	186,372	211,060	196,463	**223,631**
Insurance	-19,076	2,000	440	**2,082**
Taxes	4,679	3,500	1,776	**8,600**
Subtotal	171,975	216,560	198,679	**234,313**
TOTAL STAFF OPERATIONS	**3,859,574**	**4,867,059**	**4,455,301**	**4,961,506**

SOUNDTRANSIT

SCORECARD

TRANSPORTATION SERVICES DEPARTMENT

THEME	GOAL	DEPARTMENT INITIATIVES	PERFORMANCE MEASURES
PROJECT DELIVERY	*Build projects on time and within budget*	1. Ensure operational, maintenance, customer service and accessibility issues are addressed in project delivery 2. Ensure operating plans are developed for all projects for both Link and Capital Projects	1A. 95% of design plans reviewed 1B. 95% of issues resolved 1C. 95% reviews turned around within prescribed timeframe (need to reach agreement/common understanding on what an appropriate timeframe) 2. 100% of projects for Link and Capital Projects receive operating plans prior to baselining
SERVICE DELIVERY	*Provide quality service to our customers*	1. Retain and increase ridership on all modes 2. Provide safe, seamless, reliable, and cost effective services that are responsive to customer needs	1A. Achieve overall grade of A- on annual customer satisfaction survey 1B. Increase in annual ridership(by mode) - ST Express Bus: 0.5% - Sounder: 3/3% - Tacoma Link: 1.7% 1C. 95% of performance standards met for all modes and facilities 2. In conjunction with Capital Projects, 95% completion of activation plans for projects transitioning to service start-up
SYSTEM EXPANSION	*Create integrated plans for future expansion*	1. Provide operational perspective and analysis as future plans are being developed	1. 95% of proposed plans reviewed within prescribed timeframe (need to define "proposed plan" and "prescribed timeframe")
STEWARDSHIP OF RESOURCES	*Manage resources in a manner that demonstrates public accountability, fiscal responsibility, and delivers on commitments*	1. Maximize life cycle of facilities and equipment 2. Efficient and effective use of resources to control costs and manage level of services 3. Ensure integrity of barrier-free collection system	1. 95% of preventive maintenance performed 2A. Meet budgeted performance metrics (See 2006 Adopted Budget, Appendix C) 2B. Farebox recovery ratio of 22.3 % for ST Express Bus and 11.3% for Sounder (from 2006 budget) 2C. OR/OE of 22.9% for ST Express Bus and 17.8% for Sounder (from 2006 budget) 3. Less than 2% evasion rate for barrier-free collection system
ORGANIZATIONAL VIBRANCY	*Foster an atmosphere where talented and dedicated people want to work toward our common mission*	1. Employees understand how they contribute through their efforts to the mission 2. Employee recognition aligned to mission and goals	1. Contingent upon development of agencywide survey and standards for measuring employee satisfaction, achieve grade consistent with all departments 2. 100% of TSD staff understand how their role contributes to the agency vision, mission and goals

DRAFT

CENTRAL COSTS

Central Costs Staff Operating Budget

Description	2005 Actuals	2006 Budget	2006 Forecast	2007 Proposed
SALARIES AND BENEFITS				
Salaries	0	0	85,770	**0**
Benefits	-97,306	0	40,255	**0**
Subtotal	-97,306	0	126,025	**0**
SERVICES				
Maintenance	442	0	422	**0**
Interlocal Agreements	171,443	175,000	174,299	**175,000**
Other Services	25,000	0	0	**0**
Subtotal	196,885	175,000	174,721	**175,000**
MATERIALS AND SUPPLIES				
Small Equipment/Furniture	8,743	0	132	**0**
Subtotal	8,743	0	132	**0**
MISCELLANEOUS EXPENSES				
Dues & Memberships	150,056	160,000	209,288	**160,000**
Subtotal	150,056	160,000	209,288	**160,000**
LEASES AND RENTALS				
Admin Facilities Rental	1,756,589	1,593,500	1,579,545	**1,651,919**
Subtotal	1,756,589	1,593,500	1,579,545	**1,651,919**
OTHER EXPENSES				
Utilities	4,043	0	180	**0**
Taxes	131	0	0	**0**
Depreciation	2,573,554	2,225,315	2,234,909	**2,636,612**
Subtotal	2,577,728	2,225,315	2,235,089	**2,636,612**
TOTAL STAFF OPERATIONS	**4,592,696**	**4,153,815**	**4,324,800**	**4,623,530**

COMMUNITY DEVELOPMENT FUND

On November 18, 1999, the Sound Transit Board, by Resolution No. R99-34, established a $50 million (YOE$) Transit-Oriented Community Development Fund to be available to mitigate impacts of the construction and operation of light rail in southeast Seattle. The CDF will be funded in two parts: the Community Development Account which will be funded and overseen by the City of Seattle and the Supplemental Mitigation Account will be overseen and funded by Sound Transit from contributions by the City of Seattle and King County. During 2002, a non-profit corporation named the Rainier Valley Community Development Fund (RVCDF) was established by the community to implement the CDF programs as approved by the Sound Transit Board and City of Seattle in the proposed Operating Plan.

In 2005, the three parties amended the original agreement to where the City of Seattle will be responsible for funding Supplemental Mitigation products, i.e., mitigation payments and advances directly, except where Community Development Block Grants are used for funding City of Seattle completed project elements of the Initial Segment that would otherwise be reimbursed by Sound Transit. Contributions from King County will continue to be funded through Sound Transit in the Supplemental Mitigation Account.

The resources contained within the Supplemental Mitigation Account will continue to be Sound Transit's responsibility and, as such, 2007 transactions are detailed in the Proposed 2007 Budget as depicted below. The operations budget for 2007 includes $1.6 million for mitigation payments and $95.0 thousand in internal Sound Transit costs. The budget for mitigation payments assumes that the City will be seeking Community Development Block reimbursements for the Initial Segment in 2007. The City of Seattle will be reimbursing Sound Transit for internal costs in 2007.

Community Development Fund

2007 Budget Summary

		2007 Budget
CDF Program Transactions		
Mitigation Payments	$	1,596,460
Advances		-
Subtotal	**$**	**1,596,460**
ST Internal Costs		
Salary & Benefits	$	82,503
Travel/Meetings		
Escrow Fees		10,000
Training		2,553
Sub Total	**$**	**95,056**
Total	***$***	***1,691,516***
CDF Revenue		
Interest on Advances		
Interest on Idle Funds	$	10,000
Subtotal	**$**	**10,000**

TRANSIT ORIENTED DEVELOPMENT (TOD)

The board established the Transit Oriented Development (TOD) Program in 1997. Subsequent motions and resolutions provide program guidance, including M99-60 prescribing TOD evaluation criteria and the Real Property Disposition Policy and Procedures (R99-35) which focuses on joint development. Those board actions direct the TOD Program to create transit supportive development and communities at Sound Transit facilities, stations, and station areas by working with local jurisdictions, property owners, and public and private developers.

Since 2001, the TOD Program has focused on four main activities:

Technical assistance: provides staff and consulting expertise to the Sound Transit project staff, cities, counties, and not-for-profit agencies within the district. During 2006, technical assistance included station area and station location analyses for TOD and joint development opportunities at Capitol Hill and Roosevelt Station; participation in Snohomish County's Urban Centers development project review process, and working with the King County Library System to investigate the feasibility of locating a branch library at the Federal Way Transit Center. When the Library Board decided not to pursue that option, the TOD Program released a Request for Proposals soliciting potential projects for the two Federal Way parcels.

Facility enhancement: creates improvements to existing facilities that support transit and pedestrian connections and increased ridership. In 2006, the Program assisted with looking at redevelopment options for El Centro de la Raza's property adjacent to the Beacon Hill Station.

Strategic acquisition: identifies potential sites to preserve or create TOD opportunities by working with local jurisdictions, property owners, and developers. During 2006, the Program conducted preliminary investigations of properties in Sumner and Tacoma for future TOD/capital project solutions to parking shortages at Sounder stations.

Broker/catalyst/partner: working with the Program's clients, creates increased ridership through appropriate development within station areas. Dome District activities in 2006 included working with private property owners, the City and Pierce Transit to determine the potential for several place-making conceptual projects. Also in 2006, the Program began work with the University of Washington to look at potential joint development options to attract private investment to the Mount Baker Station.

Transit Oriented Development

2007 Budget Summary

	Proposed 2007 Budget	Proposed 1997-2016 Budget
Operating Budget		
Woodinville TOD		$ 146,379
Technical Assistance	200,000	1,287,000
	$ 200,000	**$ 1,433,379**
Capital Budget		
Ashway TOD	$ -	$ 100,000
Woodinville TOD	$ -	-
	$ -	**$ 100,000**
Total	***$ 200,000***	***$ 1,533,379***

The Proposed 2007 operating budget for TOD is $200 thousand in District wide TOD operating expenditures. The lifetime budget was increased by $4.9 million in 2005 to reflect a transfer from the Regional Express program of the Woodinville TOD project. In 2006, the project is transferred to the Capital Projects Department where it is discontinued, and $146,000 is transferred back to the TOD fund.

Work program planning for 2007 includes continued involvement in the Tacoma Dome District station area development, implementing the Federal Way TOD RFP process through a joint venture or developer procurement, collaborating with the University of Washington on potential real estate opportunities at Mount Baker Station, providing continued technical assistance to El Centro de la Raza at the Beacon Hill Station, assisting Transportation Services with station area parking issues where needed, and providing business plan technical assistance for light rail station potential joint development. The TOD Program will also assist in completing the agency's Real Property Utilization Plan as required by Resolution R99-35.

PUBLIC ART PROGRAM

The Sound Transit Board has endorsed a public art program to work with artists, community and project staff to develop art projects for the agency's capital projects that reflects the community's interest and reflect positively on the agency.

The Sound Transit art policy proposed by the board in January 1998:

- recognizes a wide range of opportunities for art, from discrete artworks to artistic enhancements, to functional elements of facilities.
- commits to having artists work with the preliminary and final design teams on the development of the project design and on the integration of art into the system as a whole.
- establishes an art budget calculated as 1% of capital construction costs, excluding the cost of tunneling. The funds for art are pooled within subareas.

To carry out the policy, the Sound Transit Art Program (ST*art*) was established. ST*art* is staffed by one full-time administrator and one full-time project coordinator responsible for coordinating the work of the art program.

Art and design are developed collaboratively through a process involving communities, engineers, architects, landscape architects, artists and staff working together and sharing ideas. Because art is intended to be an integral part of Sound Transit facilities, it is reviewed during the design review process organized for each project.

To date, art projects have been completed for Tacoma Link, all Seattle-Tacoma Sounder stations, SODO Station for Central Link light rail, and the following Regional Express projects: Pacific Avenue Overpass, Lynnwood Transit Center, South Hill Park-and-Ride, Overlake Transit Center, DuPont Station, Sunset Interchange, Bellevue Rider Services Building, Federal Way Transit Center/S. 317th, Sammamish Park-and-Ride, Totem Lake HOV Access, and Eastgate HOV Access. In 2006, artwork designs were reviewed and approved for Airport Link and a system wide pictogram program was developed for Central Link. In 2007 – 2008 all artworks will be installed for the initial segment of Central Link light rail and for the following Regional Express projects: Totem Lake Freeway Station, Mercer Island Park-and-Ride and Issaquah Transit Center.

Public Art (ST*art*)
2007 Budget Summary

	Proposed 2007 Budget	Proposed 1997-2016 Budget
Operating Expenditures	$ 412,299	$ 1,777,768
Capital	2,888,366	16,291,623
Total	***$ 3,300,665***	***$ 18,069,391***

The Proposed 2007 Budget for ST*art* is $3.3 million which is composed of $412,000 in operating expenditures and $2.9 million of capital investment. Operating expenses consist of the cost of maintaining, repairing, replacing and cleaning installed art work and was established at roughly 10% of total life time budget.

STart Capital

Project

x68 STart Program

Description

The Sound Transit Art Program - STart - is responsible for incorporating public art into Sound Transit systems and facilities. The artwork will reflect the communities served and contribute to a positive experience for customers.

In 2007 the program will focus on fabrication and installation of over 30 artworks to be integrated into each of the Central Link stations and along the light rail alignment. Design and fabrication of the following artworks for Regional Express will be taking place in 2007: Totem Lake Freeway Station, Mercer Island Park-and-Ride and Issaquah Transit Center. The art program will also be responsible for insuring that installed artworks for Tacoma Link, Sounder and Regional Express are well maintained.

Changes since 2006: None

Summaries

Baseline (in YOE$000)	0
2006 Adopted Budget (in YOE$000)	16,292
2007 Proposed Budget (in YOE$000)	16,292

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	390	53	153	267	195	0	0	0	1,058
North King County	1,851	1,273	1,432	1,229	973	0	0	0	6,757
South King County	1,040	487	550	407	1,836	0	0	0	4,319
East King County	801	745	600	40	447	0	0	0	2,633
Pierce County	1,030	23	154	89	229	0	0	0	1,525
Total	5,112	2,580	2,888	2,032	3,679	0	0	0	16,292

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
STart Program	5,112	2,580	2,888	2,032	3,679	0	0	0	16,292
Total	5,112	2,580	2,888	2,032	3,679	0	0	0	16,292

DEBT SERVICE

As of December 31, 2006, Sound Transit has $768.5 million of long-term bonds outstanding, the proceeds of which are being used to finance construction of capital projects. In December 1998, Sound Transit issued its first series of bonds in the amount of $350 million, with maturity dates from 2006 to 2028. In March 2005, after the board of directors approved Resolution 2005-7 providing for the issuance of new bonds, $423 million in bond proceeds were issued, with maturity dates on the 2005 issue of bonds ranging from 2011 to 2030. Payments for interest and amortization of issuance costs, premiums and discounts on the combined bond issues is $38.8 million in the Proposed 2007 Budget, which is a slight decrease over 2006 due to retirement of a portion of the first bond issue.

NON-CAPITALIZABLE COSTS

In accordance with generally accepted accounting principles, certain operations costs (insurance claim costs and premiums related to operations, taxes, operating leases and rentals, costs of maintaining facilities which are completed, but not yet in service, depreciation, and amortization) should not be capitalized to projects, but rather expensed.

These accounting principles also require that the agency regularly evaluate the costs that are capitalized. As some of the agency's capital projects have not progressed as rapidly as initially anticipated, more general and administration costs have been expensed than originally planned. These costs are captured as "non-capitalizable costs" within each department and subarea. This approach will allow the agency to reflect more accurately the true costs of its capital assets once completed.

Certain projects being built in the Sound Transit capital program are intended to belong to other governmental agencies when completed. Examples of these projects include HOV ramps being built in WSDOT right of way and other projects in which Sound Transit is a partial funding partner and a city or county agency is acting as project lead. Authorization to expend ST funds to design and build these projects occurs in the capital program. However, as these projects are completed and put into service, accounting principles require Sound Transit to record the donation of these projects to the agency as an expense in the year that the transfer occurs. This expense is captured as "non-capitalizable costs" within each department and subarea.

Non-capitalizable costs
2007 Budget Summary

	2007 Proposed Budget
Link light rail	$ 2,928,759
Sounder commuter rail	1,359,991
Regional Express bus	79,674,845
Subtotal	***$ 83,963,595***
Less Contributions to other Governments	79,473,975
Net Non-Capitalizable costs	***$ 4,489,620***

Administrative Capital

Project

001 Agency Administration

Description

This budget item is the cost of Sound Transit staff administration capital. Only those items that meet the current accounting capitalization threshold of $5,000 per item are included here. All of these items are funded out of the Regional Fund.

Summaries

Baseline (in YOE$000)	0
2006 Adopted Budget (in YOE$000)	16,574
2007 Proposed Budget (in YOE$000)	16,574

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Regional Fund	13,834	1,493	668	338	242	0	0	0	16,574
Total	13,834	1,493	668	338	242	0	0	0	16,574

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Office Furniture	2,263	0	0	0	0	0	0	0	2,263
Fleet - Automobiles	867	160	0	0	0	0	0	0	1,027
Computer Equipment	4,056	430	250	0	0	0	0	0	4,736
ERP System	4,432	0	0	0	0	0	0	0	4,432
Computer Software	1,868	737	418	0	0	0	0	0	3,023
Other Office Equipment	346	166	0	0	0	0	0	0	512
Unallocated Budget	0	0	0	338	242	0	0	0	580
Total	13,834	1,493	668	338	242	0	0	0	16,574

Capital Replacement

Project

500 Capital Replacement

Description

This project provides funds for a sinking fund contribution to a capital replacement reserve to replace agency capital assets as they wear out and need replacement. These amounts are derived from the Agency's long-term financial plan which generates a capital replacement schedule for all agency assets based on their costs and useful lives.

Summaries

Baseline (in YOE$000)	0
2006 Adopted Budget (in YOE$000)	0
2007 Proposed Budget (in YOE$000)	175,721

Capital Costs

Sub Area	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Snohomish County	0	0	5,767	5,767	5,767	5,767	5,767	0	28,835
South King County	0	0	4,520	4,520	15,755	15,755	15,755	0	56,305
East King County	0	0	7,768	7,768	7,768	7,768	7,768	0	38,840
Pierce County	0	0	9,429	9,429	10,961	10,961	10,961	0	51,741
Total	0	0	27,484	27,484	40,251	40,251	40,251	0	175,721

Capital Cost Elements

Cost Element	1997-2005	2006	2007	2008	2009	2010	2011	Future	Total
Contingency	0	0	27,484	27,484	40,251	40,251	40,251	0	175,721
Total	0	0	27,484	27,484	40,251	40,251	40,251	0	175,721

APPENDIX A

SOUND TRANSIT STAFFING PLAN

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Sound Transit 2007 Staffing Plan Summary

	Filled at end of Jun-06	Adopted 2006	Proposed 2007	Change
Corporate Staff				
Board Administration				
Board Administration	5	5	5	0
Board Administration	**5**	**5**	**5**	**0**
Capital Projects				
Directors Office	5	5	5	0
Project Control	7	8	7	-1
Community Connections	6	12	8	-4
Construction	4	7	6	-1
Business Services	5	6	5	-1
Rail Program	6	6.25	6.25	0
Capital Projects	**33**	**44.25**	**37.25**	**-7**
Communications				
Government Relations	6	6	6	0
CCO Office	6	6.5	6	-0.5
Marketing	5	5	5	0
External Relations	7	6.75	6.75	0
Creative Services	6	6	6	0
Public Art	2	1.5	2	0.5
Communications	**32**	**31.75**	**31.75**	**0**
Community Development Fund				
Community Development Fund	1	1	1	0
Community Development Fund	**1**	**1**	**1**	**0**
Executive				
CEO Office	4	4	5	1
Safety and Security	6	6	6	0
GSC	2	2	2	0
Human Resources	5	5	5	0
Executive	**17**	**17**	**18**	**1**
Finance & Information Technology				
CFO Office	5	6	6	0
Budget Division	7	7	7	0
Accounting and Treasury	17	19	21	2
Risk Management	2	2	2	0
Information Technology	17	22	23	1
Grants Management	2	3	2	-1
Finance & Information Technology	**50**	**59**	**61**	**2**
Legal				
General Counsel	10	11	11	0
Environmental Compliance	5	6	6	0
Legal	**15**	**17**	**17**	**0**

Sound Transit 2007 Staffing Plan Summary

	Filled at end of Jun-06	Adopted 2006	Proposed 2007	Change
Link Light Rail				
Director's Office	5	6	7	1
Project Development	9	9	11	2
Civil Engineering	13	14	18	4
Systems Engineering	9	10	12	2
Project Control	14	15	16	1
Construction Management	9	10	10	0
Link Community Outreach	11	11	11	0
Link Environmental	2	2	2	0
Link Light Rail	**72**	**77**	**87**	**10**
Office of Policy and Planning				
Policy and Planning	14	14.75	13.75	-1
Office of Policy and Planning	**14**	**14.75**	**13.75**	**-1**
Project Delivery Support Services				
Transit Oriented Development	1	2	1	-1
Real Estate	9	12	11	-1
Directors Office	1	2	0	-2
Contracts	30	32	31	-1
Agency Project Control	2	3	2	-1
Quality Assurance	7	8	7	-1
Project Delivery Support Services	**50**	**59**	**52**	**-7**
Transportation Services				
Director's Office	4	4	5	1
Service Planning and Development	4	4	4	0
Link Operations	3	3	3	0
Facilities and Fleet	6	6	8	2
Customer Service and Accessibility	9	10.6	8.6	-2
Transportation Services	**26**	**27.6**	**28.6**	**1**
Total Corporate Staff	**315**	**353.35**	**352.35**	**-1**
Operations Staff				
Moblity Initiative Program	2	0	2	2
Sounder Commuter Rail Operations	3	3	3	0
ST Express Operations	1	2	2	0
Tacoma Link Operations	15	16	17	1
Total Operations Staff	**21**	**21**	**24**	**3**
Total Sound Transit Staff	**336**	**374.35**	**376.35**	**2**

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Corporate Staff		
Board Administration		
Board Administrator	1	1
Board Coordinator	2	2
Project Assistant	1	1
Records Management Coordinator	1	1
Total Board Administration	**5**	**5**
Capital Projects		
Directors Office		
Administrative Assistant	1	1
Administrative Specialist	1	1
Capital Projects Director	1	1
Deputy Director	1	1
Project Assistant	1	1
Directors Office	**5**	**5**
Project Control		
Project Control Coordinator	2	2
Project Control Specialist	4	4
Project Control Specialist/Scheduler	1	1
Project Manager, Project Control	1	0
Project Control	**8**	**7**
Community Connections		
Community Connections Manager	1	1
Project Coordinator	2	2
Project Development Coordinator	4	2
Project Manager	5	3
Community Connections	**12**	**8**
Construction		
Construction Manager	1	1
Project Control Coordinator	1	1
Project Development Coordinator	1	1
Project Manager	4	3
Construction	**7**	**6**
Business Services		
Community Outreach Specialist	1	1
Document Control Coordinator	1	1
Management Analyst	1	1
Program Manager, Business Services	1	1
Project Assistant	2	1
Business Services	**6**	**5**
Rail Program		
Program Manager	2	1
Project Coordinator	2	1
Project Development Coordinator	1	1
Project Manager	1	3
Railroad Operations Specialist - CR	0.25	0.25
Rail Program	**6.25**	**6.25**
Total Capital Projects	**44.25**	**37.25**

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Communications		
Government Relations		
Government and Community Relations Specialist	3	3
Government Relations Specialist	2	2
Project Coordinator	1	1
Government Relations	**6**	**6**
CCO Office		
Administrative Specialist	1	1
Chief Communications Officer	1	1
Deputy Chief Communications Officer	1	1
Media Relations Specialist	2	2
Project Assistant	1.5	1
CCO Office	**6.5**	**6**
Marketing		
Marketing Coordinator	1	1
Marketing Manager	1	1
Project Assistant	1	1
Project Coordinator	1	1
Writer/Editor	1	1
Marketing	**5**	**5**
External Relations		
Communications Specialist	2	2
External Relations Manager	1	1
External Relations Specialist	1	1
Project Coordinator	0.75	0.75
Web Developer	1	1
Writer/Editor	1	1
External Relations	**6.75**	**6.75**
Creative Services		
Creative Services Manager	1	1
Graphic Design Specialist	3	3
Graphic Designer	1	1
Video Production Specialist	1	1
Creative Services	**6**	**6**
Public Art		
Project Coordinator	0.5	1
Public Art Program Administrator	1	1
Public Art	**1.5**	**2**
Total Communications	**31.75**	**31.75**
Community Development Fund		
Project Coordinator	1	1
Total Community Development Fund	**1**	**1**
Executive		
CEO Office		
Admistrative Assistant	0	1
Chief Executive Officer	1	1
Deputy Chief Executive Officer	1	1
Executive Assistant	1	1
Startup Manager	1	1
CEO Office	**4**	**5**
Safety and Security		
Administrative Specialist	1	1
Construction Safety Specialist	1	1

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Manager - Safety and Security	1	1
Safety Manager	1	1
Safety Technician	1	1
Security Officer	1	1
Safety and Security	**6**	**6**
GSC		
General Services Center Assistant	1	1
General Services Center Coordinator	1	1
GSC	**2**	**2**
Human Resources		
Administrative Assistant	1	1
HR Manager	1	1
Human Resources Generalist	1	1
Senior Human Resources Generalist	2	2
Human Resources	**5**	**5**
Total Executive	**17**	**18**
Finance & Information Technology		
CFO Office		
Administrative Assistant	1	1
Administrative Specialist	1	1
Chief Financial Officer	1	1
Deputy Chief Financial Officer	1	1
Project Assistant	1	1
Senior Economist	1	1
CFO Office	**6**	**6**
Budget Division		
Budget Manager	1	1
Senior Finance Analyst	5	5
Transportation Finance Planner	1	1
Budget Division	**7**	**7**
Accounting and Treasury		
Accounting Assistant	1	1
Accounts Payable Coordinator	1	1
Assistant Controller	1	1
Controller	1	1
Financial Accounting Manager	1	1
Financial Compliance Analyst	1	1
General Accountant	2	2
General Accountant - Fixed Assets	1	1
Lead Accountant - GL	1	1
Lead Accountant - OH and OPS	1	1
Payroll Coordinator	1	1
Project Accountant	0	1
Project Assistant - AP	1	1
Project Assistant - AP & AR	1	1
Senior Accountant	0	1
Senior Accountant - Cap Proj	1	1
Senior Accountant - Grants	1	1
Senior Accountant - Revenue	1	1
Senior Cash and Investment Analyst	1	1
Technical Analyst & Reporting Specialist	1	1
Accounting and Treasury	**19**	**21**

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Risk Management		
Claims Coordinator	1	1
Risk Manager	1	1
Risk Management	**2**	**2**
Information Technology		
Business Systems Administrator	2	2
Business Systems Analyst	3	3
Enterprise Applications Administrator	1	1
Enterprise Systems Administrator	1	1
I T Business Systems Manager	1	1
Information Technology Manager	1	1
IT Operations Manager	1	1
IT Project Analyst	1	1
Network Engineer	1	1
Project Coordinator	1	1
Senior Desktop Specialist	1	1
Senior Integration Engineer	1	1
Senior IT Project Analyst	1	1
Server Engineer	3	3
Sr. Desktop Specialist	1	1
Systems Integration Analyst	1	1
Telecommunications Specialist	1	1
TVM Analyst	0	1
Information Technology	**22**	**23**
Grants Management		
Grants Administrator	1	1
Grants Manager	1	1
Senior Accountant	1	0
Grants Management	**3**	**2**
Total Finance & Information Technology	**59**	**61**
Legal		
General Counsel		
Administrative Specialist	1	1
Deputy General Counsel	1	1
General Counsel	1	1
Legal Counsel	5	5
Paralegal	1	1
Project Assistant	2	2
General Counsel	**11**	**11**
Environmental Compliance		
Biologist	1	1
Environmental Compliance Manager	1	1
Project Coordinator	1	1
Senior Environmental Analyst	1	1
Senior Environmental Planner	2	2
Environmental Compliance	**6**	**6**
Total Legal	**17**	**17**
Link Light Rail		
Director's Office		
Administrative Assistant	1	1
Administrative Specialist	1	1
Civil/Systems Integration Manager	1	1
Deputy Director - Light Rail	2	2

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Deputy Director - Ulink	0	1
Light Rail Director	1	1
Director's Office	**6**	**7**
Project Development		
Administrative Assistant	1	1
Program Manager	2	2
Project Development Coordinator	2	2
Project Manager	4	6
Project Development	**9**	**11**
Civil Engineering		
Administrative Assistant	1	1
Architect	2	2
CADD Operator	0	2
Civil Engineer	2	2
Civil Engineering Manager	1	1
Permit Assistant	0	1
Permits Administrator	1	1
Right-of-Way Assistant	0	1
Senior Architect	1	1
Senior Civil Engineer	6	6
Civil Engineering	**14**	**18**
Systems Engineering		
Administrative Assistant	1	1
Engineering Systems Inspector	1	1
Project Manager	1	1
Senior Systems Engineer	5	5
Systems Engineer	1	3
Systems Engineering Manager	1	1
Systems Engineering	**10**	**12**
Project Control		
Administrative Assistant	1	1
Document Control Coordinator	2	3
Project Assistant	1	1
Project Control Coordinator	2	2
Project Control Manager	1	1
Project Control Specialist	6	6
Project Control Specialist (Lead)	0	1
Project Manager	1	1
Senior Project Control Manager	1	0
Project Control	**15**	**16**
Construction Management		
Civil Engineer	1	1
Construction Manager	1	1
Deputy Construction Manager	5	5
Project Coordinator	1	1
Project Manager	1	1
QC Specialist	1	1
Construction Management	**10**	**10**
Link Community Outreach		
Administrative Assistant	1	1
Community Outreach Coordinator	3	3
Community Outreach Specialist	4	4
Program Manager	1	1
Project Assistant	1	1

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Project Manager	1	1
Link Community Outreach	**11**	**11**
Link Environmental		
Evironmental Planner	1	1
Program Manager	1	1
Link Environmental	**2**	**2**
Total Link Light Rail	**77**	**87**
Office of Policy and Planning		
Administrative Specialist	1	1
Chief Policy & Planning Officer	1	1
GIS Coordinator	1	1
GIS System Analyst/ Programmer	1	0
Policy Analyst	1	1
Policy and Planning Manager	1	1
Program Manager	1	1
Project Assistant	1	1
Project Coordinator	1	1
Project Manager	3	3
Railroad Operations Specialist - CR	0.75	0.75
Senior Planner	2	2
Total Office of Policy and Planning	**14.75**	**13.75**
Project Delivery Support Services		
Transit Oriented Development		
Project Coordinator	1	0
TOD Project Manager	1	1
Transit Oriented Development	**2**	**1**
Real Estate		
Admin Assistant	1	1
Administrative Analyst	1	1
Project Assistant	2	2
Project Control Specialist	1	0
Real Estate Manager	1	1
Senior Property Representative	1	1
Senior Real Property Representative	5	5
Real Estate	**12**	**11**
Directors Office		
Administrative Specialist	1	0
Director	1	0
Directors Office	**2**	**0**
Contracts		
Administrative Assistant	2	2
Contracts & Diversity Manager	1	1
Contracts Administrator	4	5
Contracts Assistant	9	8
Cost/Price Analyst	1	1
Diversity Program Manager	1	1
Diversity Program Specialist	2	2
Lead Contracts Administrator	5	4
Project Assistant	1	1
Project Coordinator	1	1
Project Labor Agreement Specialist	1	1
Senior Contracts Administrator	4	4
Contracts	**32**	**31**

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Agency Project Control		
Project Control Manager	1	1
Project Control Manager - Agency	1	0
Senior Project Control Engineer	1	1
Agency Project Control	**3**	**2**
Quality Assurance		
Administrative Assistant	1	1
Program Manager - QA/QC - Agency	1	1
QA Program Manager	1	1
QA/QC Manager	1	1
Quality Assurance Specialist	2	2
Safety Assurance and QA Specialist	1	1
System Assurance Specialist	1	0
Quality Assurance	**8**	**7**
Total Project Delivery Support Services	**59**	**52**
Transportation Services		
Director's Office		
Administrative Specialist	1	1
Deputy Director - Transportation Services	1	1
Project Assistant	0	1
Project Coordinator	1	1
Transportation Services Director	1	1
Director's Office	**4**	**5**
Service Planning and Development		
Community Outreach Specialist	1	1
Program Manager	1	1
Project Manager	2	2
Service Planning and Development	**4**	**4**
Link Operations		
Program Manager	1	1
Project Manager	2	2
Link Operations	**3**	**3**
Facilities and Fleet		
Facilities Maintenance Technicians	0	2
Facilities Manager	1	1
Facilities Project Manager	1	1
Project Assistant	2	2
Project Coordinator	2	2
Facilities and Fleet	**6**	**8**
Customer Service and Accessibility		
Administrative Assistant	2	2
Customer Service & Accessibility Manager	1	1
Customer Service Specialist	1	1
Info Center Specialist	0.6	0.6
Project Assistant	4	3
Project Manager	1	0
Rider Information Coordinator	1	1
Customer Service and Accessibility	**10.6**	**8.6**
Total Transportation Services	**27.6**	**28.6**
Total Corporate Staff	**353.35**	**352.35**

Sound Transit 2007 Staffing Plan by Department

	Adopted 2006	Proposed 2007
Operations Staff		
Moblity Initiative Program		
Project Assistant	0	1
Project Manager	0	1
Total Moblity Initiative Program	**0**	**2**
Sounder Commuter Rail Operations		
Program Manager - Transportation Services	1	1
Project Assistant	1	1
Transportation Specialist	1	1
Total Sounder Commuter Rail Operations	**3**	**3**
ST Express Operations		
Bus Operations Manager	1	1
Project Coordinator	1	1
Total ST Express Operations	**2**	**2**
Tacoma Link Operations		
LRV Operator	7	8
LRV Technician	3	3
Operations Manager	1	1
Operations Supervisor	4	4
Project Assistant	1	1
Total Tacoma Link Operations	**16**	**17**
Total Operations Staff	**21**	**24**
Total Sound Transit Staff	**374.35**	**376.35**

APPENDIX B

SUPPLEMENTAL INFORMATION

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SUPPLEMENTAL INFORMATION

Allocation and capitalization methodology

Approximately 63 percent ($35.8 million) of the staff operating budget of $57.3 million is allocated either to capital projects, transit operations, or is a general and administration expense. The remaining 37 percent ($21.5 million) represents the net staff operating budget for the agency. These costs are summarized in the table below.

Allocation of Operating Staff Budgets

	Total Staff Operating Budgets	Allocated Costs	Net Staff Operating Budgets
Corporate Departments	$ 35,134,606	$ 17,523,914	$ 17,610,692
Project Delivery & Service Delivery	19,517,478	18,310,303	1,207,175
Depreciation	2,636,612	-	2,636,612
	$ 57,288,696	***$ 35,834,217***	***$ 21,454,479***

The Proposed 2007 Budget allocates about 50 percent of corporate department costs to the capital projects and transit operations. These costs are distributed by an activity-based allocation model that utilizes activity drivers to distribute costs to departments based on their use of the service or resource. For example, a portion of accounting's costs is distributed to modal departments based on the relative share of total agency invoices that were processed for that department. Transportation Services, with 25 percent of the agency's invoices for a given period, would be assigned 25 percent of the costs of the accounting unit. Each division is reviewed for appropriate drivers to allocate their costs and examples of other activity drivers include: direct wages, computer users, and square footage of space occupied. For budgeting purposes, these activity drivers are estimated for the coming year. The actual expenses are ultimately allocated based on actual activity drivers which are updated at the end of the year.

Budget for costs allocated from corporate departments to capital projects and transit services are included in the departments' capital and operating budgets. These budgets are calculated based on projections of the costs for each within the agency's long-term administrative cost forecast model. The costs assigned to capital projects are "capitalized"—captured as part of the capital projects' total costs and depreciated over the life of the capitalized project. Miscellaneous capital outlays (such as computers and small equipment) are recorded as Regional Fund fixed assets, even if the costs are incurred by a modal department.

Capitalization

It is the policy of Sound Transit to capitalize costs for items that cost more than $5,000 and have useful lives that are greater than one year. Such costs are capitalized into fixed asset accounts within the balance sheet and depreciated over their useful lives. Sound Transit's balance sheet contains separate accounts for fixed assets as described by the Washington State Budget and Accounting Reporting System. Fixed assets are tracked through the agency's enterprise resource planning system, and are reconciled by asset account. Expenditures for capital projects under construction are reported on the balance sheet in a construction in progress account. When construction is completed and the asset placed in service, the asset will then be recorded as a fixed asset and associated depreciation will be recorded.

The Proposed 2007 Budget records all debt service payments as non-departmental operating expenses so that total debt service payments are identifiable. It then allocates a portion of those debt service payments as capitalized interest to capital projects in proportion to the agency's annual capital spending s a percentage of outstanding debt, consistent with generally accepted accounting principles.

The Proposed 2007 budget contains $84.0 million in non-capitalizable subarea costs. These costs are associated with capital programs, but under generally accepted accounting principles cannot be treated as capital outlays and must be expensed. These costs include leases, rent, taxes, some insurance items, specific project management consulting services, and project write-offs and contributions to other governments.

Subarea financial structure, allocations, borrowing, and debt allocation

The subarea equity principle is an integral part of the regional transit system approved by the voters in 1996 and is included in *Sound Move's* Appendix B: Financial Policies as adopted in 1996 and amended on April 13, 2006. The subarea principle is defined as "utilizing local tax revenues and related debt for projects and services which benefit generally in proportion to the level of revenues each subarea generates." The financial policies also define Phase 1 as the period in which subarea equity will be evaluated. A determination of whether subarea equity is achieved will occur at the end of Phase 1.

To this end, the agency has developed an accounting system that tracks all transactions, i.e., revenues, expenses, and capital outlays at the subarea level. On an annual basis, management represents the accuracy of the subarea data through an annual agreed upon procedures report issued by the agency's independent auditor in conjunction with the financial and federal audit processes. Additionally, the Washington State Auditor's Office audits the subarea data annually.

The majority of capital, transit operations, and non-capital line of business expenses and revenues are solely attributable to a single subarea. For those transactions that span two or more subareas, the agency has developed a methodology based on *Sound Move's* Appendix A: Detailed Description of Facilities and Costs and Appendix B: Financial Policies as amended. Transactions that require an allocation are based on drivers that are specific to each line of business. These drivers are derived from *Sound Move* assumptions in Appendix A and B and reviewed on an annual basis by independent auditors. Detailed below are the drivers used by each line of business that are interwoven throughout the budget document and incorporated into the agency's financial system for allocating costs between projects and subareas:

Sounder drivers

- *Track Miles:* Examples of transactions allocated by track miles include construction of track and facilities, electrical work on track and lighting and signs pertaining to trackwork.
- *Layover Facilities:* Examples of transactions allocated by the layover facilities rule driver include surveying and mapping, control and signal systems, and construction of track that is associated with layover facilities.

Link drivers (Initial Segment)

- *Total Costs:* Examples of transactions allocated by total costs include systemwide support and agency costs.
- *Fleet Requirement:* Examples of transactions allocated by fleet requirement include vehicle costs, vehicle maintenance and maintenance base costs.
- *Route Miles:* Examples of transactions allocated by route miles include electrification systems and communication systems.

- *Number of Stations:* Examples of transactions allocated by the number of stations include ticket vending machines and signage.

Regional Express drivers

- *Project size:* Examples of transactions allocated by project size include agency administrative costs, allocated administrative consultants and signage.

Transportation Services drivers

- *Vehicles:* Examples of transaction allocated by vehicles include the cost of vehicles and vehicle parts.
- *Train Miles:* Examples of transactions allocated by train miles include the costs of running the trains and any other costs associated with BNSF.
- *Vehicle Miles:* The number of vehicle miles is used as a driver for Sounder and is calculated as the number of rail cars times the number of train miles. This measure is used to allocate costs related to vehicle maintenance and fuel costs.
- *Ticket Vending Machines (TVMs):* Examples of transactions allocated by ticket vending machines include the cost and installation of TVMs and the costs for maintaining those machines.
- *Platform hours:* Examples of transactions allocated by platform hours include bus and operating revenues and expenses.

Inter-subarea Borrowing

In 1999, the Sound Transit Board recognized that inter-subarea borrowing would occur to facilitate efficient cash and debt management. During the 2001 budget process, the board further clarified their inter-subarea borrowing policy to establish borrowing through 2009 for financial planning purposes. Inter-subarea borrowing is deemed needed when a subarea has a negative unrestricted net asset position in any given month and does not have restricted assets to cover the shortfall. Borrowing from other subareas will be proportional based on the lending subareas positive unrestricted nets assets. The borrowing subarea will pay the lending subareas interest at the current Seattle CPI-U rate. Subarea borrowing requirements are evaluated at each month end.

Debt Allocation

Phase 1 of *Sound Move* has approximately $1.6 billion of debt being issued to finance related capital projects. As debt is being issued throughout Phase 1, the debt will be allocated provisionally to each subarea consistent with the forecasted total bond allocation included in the annual updated finance plan. Any changes in provisional allocation will only be done prospectively. At the completion of Phase 1, final debt allocations will be completed based on the cash requirements each year of the Phase 1 program not met by subarea resources. This final debt allocation will establish the permanent subarea bond obligation and debt service requirements for the life of the outstanding debt.

Regional Fund

The Regional Fund is funded proportionately by contributions from the five subareas. *Sound Move* financial policies allow for annual board review of the amount of local taxes to be contributed to the Regional Fund. The policies permit up to 10 percent of local revenues to be distributed to the Regional Fund. Interest earnings (excluding bond proceeds and board-approved repurchase agreements) on all Sound Transit funds are also assigned to the Regional Fund for uses specified within the financial policies.

Sound Move identified agency administration, fare integration, research and technology, and Sound Transit 2 planning as funded elements within the Regional Fund. The Proposed 2007 Budget has a $30.9 million total lifetime budget for these cost elements.

Reserves

Within the original $3.9 billion (1995$) program cost, *Sound Move* identified $110 million (1995$) for reserves (including bond reserves, operating reserves, and capital replacement reserves) over the 10-year program, allocated by subarea. Contributions to reserves are not an expense or outlay in proprietary fund accounting and, therefore, are not included in the Proposed 2007 Budget. To the extent, however, reserves reflect a current obligation is identified in Sound Transit's year-end financial statements in conformance with generally accepted accounting principles. As part of its commitment to maintain subarea equity, Sound Transit tracks contributions to reserves by subarea.

Sound Move also identified $11 million (YOE$) as a systemwide contingency fund. In the 2002 budget, the board transferred funds to create a new emergency fund that would serve to provide coverage in the event of an uninsured loss. While the agency maintains a comprehensive insurance program, the policies do contain retentions (deductibles) which the agency would have to cover in the event of an insurable loss. In such instances, the board, on a case-by-case basis, would authorize use of the Emergency Fund.

During 2003, as part of the board action on Smart Card, $19.9 million (YOE$) was moved from Regional Fund programs into a Regional Fund contingency account. In 2006 the Board adopted a strategic property acquisition program in the financial policy 72-1 to be funded out of the Regional Fund contingency. To date, two actions have been authorized by the board: North Link-Roosevelt Station and staging area and Airport Link – South 200th. Once these properties have closed actual amounts will be identified out of the Regional Fund contingency.

Emergency Account & Contingency Funds
(in YOE $000s)

	2006 Lifetime Budget	2007 Lifetime Budget
Systemwide Contingency	$ 3,072	$ 3,072
Emergency Fund	7,928	7,928
Regional Fund Contingency	19,900	19,900
Total	***$ 30,900***	***$ 30,900***

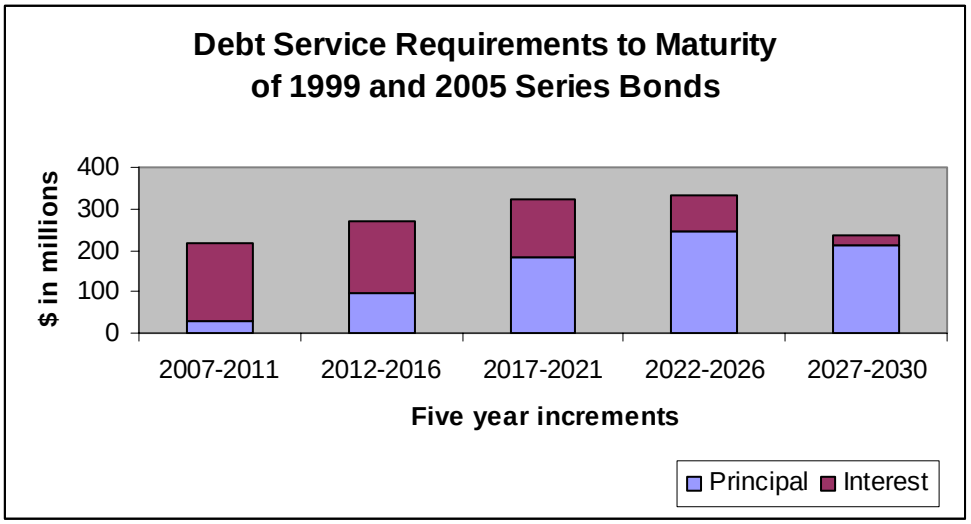
Status of Debt

The *Sound Move* Financial Plan projected expenditures of $5.1 billion in year-of-expenditure dollars for the 10-year period from 1997 through 2007. Of this amount, the plan called for funding $1.39 billion from bond proceeds. In December 1998, Sound Transit issued its first series of bonds in the amount of $350 million, with maturity dates from 2006 to 2028. The Series 1999 bonds are special limited obligations of Sound Transit that are secured by the Motor Vehicle Excise Taxes and Retail Sales and Use Taxes. In March 2005, Sound Transit issued its second series of bonds in the amount of $423 million, with maturity dates from 2011 to 2030. The Series 2005A bonds are special limited obligations of Sound Transit that are secured by Retail Sales and Use Taxes. The interest component of the annual debt service payments on the bonds is allocated to capital projects as capitalized interest, consistent with generally accepted accounting principles. For 2007, total interest and issuance costs is forecast to be $38.8 million of which 36.9 million is forecast to be capitalized.

Although Sound Transit has no authority to levy property taxes, its debt capacity is determined with reference to the value of taxable property within its service area. Under state law, issuance of bonds payable from any type of taxes is subject to statutory debt limitations. Sound Transit currently is authorized to incur debt in an amount equal to 1-1/2 percent of the value of taxable property within the service area without securing voter approval for bonds. With the approval of 60 percent of the region's voters, Sound Transit may incur aggregate indebtedness of up to 5 percent of the value of taxable property within the service area. Each county assessor in the service area is required to report to Sound Transit annually on the value of the property within its taxing district. From those reports, the agency's current debt capacity, taking account of the 1999 and 2005 bond issues, has been calculated as shown below.

2006 Debt Capacity Status for Sound Transit

2005 assessed valuation for collection of 2006 taxes	$	297,909,433,637
Maximum nonvoted debt (1.5 percent of assessed valuation)	$	4,468,641,505
Less: Series 1999 Bonds	$	358,530,000
Less: Series 2005 Bonds	$	422,815,000
Nonvoted debt capacity remaining	*$*	*3,687,296,505*
Maximum voted debt (5 percent of assessed valuation)	$	14,895,471,682
Less: Series 1999 Bonds	$	358,530,000
Less: Series 2005 Bonds	$	422,815,000
Voted debt capacity remaining	*$*	*14,114,126,682*


Debt Service Requirements to Maturity
of 1999 and 2005 Series Bonds
$ in millions
400
300
200
100
0
2007-2011
2012-2016
2017-2021
2022-2026
2027-2030
Five year increments
Principal
Interest

APPENDIX C

PERFORMANCE MEASURES

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Performance Statistics Discussion

Systemwide Performance Management Program

Sound Transit is designing an outcome-based performance management system to monitor progress towards accomplishing our goals. In 2005, Sound Transit introduced the Service Delivery Quarterly Performance Report to the CEO as a means of helping to establish the baseline framework for evaluating existing agency and departmental goals, objectives, and performance measures relative to the agency's service delivery vision. Now finishing its second year, the quarterly report has been an integral way for the department to communicate its performance to the rest of the Agency as well as the public.

The report content and form were informed by a preliminary review conducted by TSD staff of industry practices for performance reporting, such as the guidelines and criteria developed by the Association of Government Accountants. Numerous transit and other public agency management and performance reports were also reviewed.

Performance Measures and Standards

The performance measures that are presented here and that are reported on in the quarterly report are synched up with the Transportation Services scorecard as well as the Agency scorecard as described in the Sound Transit Agency Review (STAR) section of the budget. They were selected by the department's management based on industry practices for transit performance, are consistent with National Transit Database requirements, and take into account recommendations from the 2004 performance audit of ST Express bus operations.

Efficiency and effectiveness measures that are reported on quarterly include:

- Ridership
- Percent of scheduled trips operated
- Boardings per revenue vehicle hour
- Boardings per trip or train
- Cost per boarding

Service quality measures that will be reported on quarterly include:

- On-time performance
- Customer complaints
- Preventable accidents

Performance Statistics - Systemwide

	2004 Actuals	2005 Actuals	2006 Budget	2007 Budget	% Change
Service Consumed					
Total Boardings	10,144,153	10,968,979	11,072,591	12,678,976	14.5%
Average Weekday Boardings[(1)]	35,217	37,509	38,344	43,604	13.7%

Sounder Commuter Rail Transit Operations - Performance Statistics

	2004 Actuals	2005 Actuals	2006 Budget	2007 Budget	% Change
SUMMARY DATA					
Service Provided[1]					
Revenue Vehicle Hours Operated	12,348	14,201	17,414	17,994	3.3%
Revenue Vehicle Miles Operated	456,409	533,047	646,771	702,356	8.6%
Trips Operated	2,114	2,703	3,136	3,479	10.9%
Service Consumed					
Total Boardings	955,298	1,268,291	1,310,687	1,700,000	29.7%
Average Weekday Boardings	3,512	4,565	5,490	6,600	20.2%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	77	89	75	94	25.5%
Total Boardings/Trip	452	469	418	489	16.9%
Percentage of Scheduled Trips Operated	99.1%	99.9%	99.5%	99.5%	0.0%
Cost/Revenue Hour	$ 1,299.60	$ 1,482.36	$ 1,510.07	$ 1,523.46	0.9%
Cost/Revenue Mile	$ 35.16	$ 39.49	$ 40.66	$ 39.03	-4.0%
Cost/Boarding	$ 16.80	$ 16.60	$ 20.06	$ 16.13	-19.6%
On-time Performance[2]	96%	97%	95%	95%	0.0%
Complaints (Percent of boardings)[3]	0.04%	0.04%	0.03%	0.03%	0.0%
Preventable Accidents per 1,000,000 total miles[4]	0	0	<1	<1	0.0%
Operating costs (less depreciation and contingency)	$ 16,047,498	$ 21,051,025	$ 26,296,801	$ 27,413,138	4.2%

Notes

(1) Service is at four round trips on the South line and two round trips on the North line. Service will be at 13 round trips at 100% of buildout. Two additional trips in the South are budgeted to be added in September 2007.

(2) Standard is 95%, defined as having the average of all trains in a month arriving at terminus within seven minutes of schedule at least 19 out of 20 trips.

(3) The standard is less than.05% of total boardings, based on the Performance Standards from the ST Express bus service agreements.

(4) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Sounder, the standard is less than or equal to 1.0 per 1,000,000 total miles.

Tacoma Link Light Rail Transit Operations - Performance Statistics

	2004 Actuals	2005 Actuals	2006 Budget	2007 Budget	% Change
SUMMARY DATA					
Service Provided					
Service Hours Operated[1]	9,971	9,610	9,878	9,878	0.0%
Service Miles Operated	96,421	96,314	95,550	95,550	0.0%
Trips Operated	60,092	60,201	59,537	59,537	0.0%
Service Consumed					
Total Boardings	794,582	884,895	900,000	887,180	-1.4%
Average Weekday Boardings	2,537	2,547	2,777	2,775	-0.1%
PERFORMANCE MEASURES					
Total Boardings/Service Hour	80	92	91	90	-1.4%
Total Boardings/Trip	13	15	15	15	-1.4%
Percentage of Scheduled Trips Operated	99.6%	100%	98.5%	98.5%	0.0%
Cost/Service Hour	$ 255.55	$ 292.22	$ 336.69	$ 360.51	7.1%
Cost/Service Mile	$ 26.43	$ 29.16	$ 34.81	$ 37.27	7.1%
Cost/Boarding	$ 3.21	$ 3.17	$ 3.70	$ 4.01	8.6%
On-time Performance[2]	99.6%	100.0%	98.5%	98.5%	0.0%
Complaints (Percent of boardings)[3]	0.001%	0.002%	0.001%	0.001%	50.0%
Preventable Accidents per 100,000 service miles[4]	0	0	<1	<1	0.0%
Operating costs (less depreciation and contingency)	$ 2,548,136	$ 2,808,244	$ 3,325,839	$ 3,561,109	7.1%

Notes

(1) Service is reported as service hours or miles operated. Revenue hours or miles are not reported as Tacoma Link collects no fares for regular service at this time.

(2) Standard is greater than or equal to 98.5%. A train is late if it a) departs a terminal station more than one minute late or, b) arrives at a terminal station three or more minutes late and is unable to make it's departure time.

(3) The standard is less than .05% of total boardings, based on the Performance Standards from the ST Express bus service agreements.

(4) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. For Tacoma Link, the standard is less than or equal to 1.0 per 100,000 service miles.

ST Express Transit Operations - Performance Statistics

	2004 Actuals	2005 Actuals	2006 Budget	2007 Budget	% Change
SUMMARY DATA					
Service Provided					
Revenue Vehicle Hours Operated[1]	378,223	418,167	402,260	412,000	2.4%
Revenue Vehicle Miles Operated	9,221,953	10,254,710	9,573,384	9,900,000	3.4%
Trips Operated	357,189	363,489	376,237	385,000	2.3%
Platform Hours[2]	545,653	562,161	579,770	592,360	2.2%
Service Consumed					
Total Boardings	8,394,273	8,815,793	8,861,904	10,091,796	4.5%
Average Weekday Boardings	29,168	30,397	30,077	34,229	2.9%
PERFORMANCE MEASURES					
Total Boardings/Revenue Vehicle Hour	22.2	21.1	22.0	24.5	11.2%
Total Boardings/Trip	23.5	24.3	23.6	26.2	11.3%
Percentage of Scheduled Trips Operated	99.95%	99.97%	99.80%	99.80%	0.0%
Cost/Revenue Hour	$ 137.59	$ 136.89	$ 158.53	$ 170.22	7.4%
Cost/Platform Hour	$ 95.37	$ 101.83	$ 109.99	$ 118.39	7.6%
Cost/Boarding	$ 6.20	$ 6.49	$ 7.20	$ 6.95	-3.4%
On-time Performance[3]	86%	94%	>93%	>93%	0.0%
Complaints (Percent of boardings)[4]	0.02%	0.02%	<0.05%	<0.05%	0.0%
Preventable Accidents per 100,000 revenue miles[5]	0.65	0.81	< 0.80	< 0.80	0.0%
Operating costs (less depreciation and contingency)[6]	$ 52,041,056	$ 57,243,862	$ 63,771,075	$ 70,130,948	10.0%

Notes

(1) Revenue hours: The aggregation of time during which service is available to carry passengers.

(2) Platform hours: The aggregation of time during which a transit vehicle leaves the operating base, is available for service and returns to the operating base, including layover and deadhead time.

(3) Per the performance standards set in the new service agreements with the transit partners, the standard is 90% or higher, defined as no later than 10 minutes of scheduled departure time.

(4) Per the performance standards set in the new service agreements with the transit partners, the standard is less than .05% of total boardings.

(5) A preventable accident is defined as an accident in which the operating employee(s) failed to do everything reasonable to prevent it. Per the new service agreements, the standard is less than or equal to 0.8 or 1.0 per 100,000 revenue miles during tunnel closure.

(6) Estimated operating costs for ST Express Bus are subject to change, based on the annual cost reconciliation process as specified in the service agreements with Sound Transit's operating partners.

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APPENDIX D

FINANCIAL POLICIES

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FINANCIAL POLICIES

As Adopted May 31, 1996

As Amended April 13, 2006

Purpose

The RTA Board adopted an initial framework for the financing of *Sound Move,* by setting local tax rates, focusing on minimal debt financing, requiring conservative projections for federal and state funding, and establishing a definition by which equity will be measured. The Financial Policies reflect the RTA Board's policy intent for implementing the financial framework, for ensuring that the ten-year construction program is completed on time and within budget, and for providing the tools to the Board to appropriately manage toward and respond to future conditions.

Legal Responsibilities

In adopting these Financial Policies, the RTA Board recognizes certain legal responsibilities. Existing state law grants all legislative and policy authority to the RTA Board, and does not allow the Board to abrogate, transfer or delegate such authority to other agencies or to the five subareas within the RTA District. Consequently, all funds collected by or provided to the RTA, including local tax revenues, federal and other government grants, bond proceeds, fare box revenues, interest earnings, and private development revenues, may be disbursed only with approval of the RTA Board. Priorities for disbursements will be determined within the RTA's annual budgetary process, which by law requires a favorable vote by two-thirds of the RTA Board.

Similarly, the RTA Board recognizes that bonds issued by the RTA will be secured by a pledge of repayment through local taxes. When the bonds are issued, the RTA will enter a binding contract with its bondholders that requires a first claim against local tax revenues for repayment. Stated differently, bondholders will have a legal priority to the RTA's local tax revenues, above and beyond any commitment the RTA may wish to make with its subareas that no subarea will pay another subareas' debt. Therefore, these Financial Policies reflect the RTA's commitment to subarea equity while maintaining the flexibility necessary to manage the financing of the system plan on a consolidated basis and within legal constraints.

Equity

Definition of equity

a) Equity will be defined as utilizing local tax revenues and related debt for projects and services which benefit the subareas generally in proportion to the level of revenues each subarea generates. This equity principle will apply to the ten-year system plan as well as all future phases. The Financing Plan for *Sound Move* reflects this equity principle by providing a budget for each of the five RTA subareas, comprised of the subarea's share of local taxes, bonding capacity, farebox proceeds and an assumption for federal funding. The five subareas are defined as Snohomish County, North King County/Seattle, East King County, South King County, and Pierce County. While the Financing Plan will be managed by the RTA Board on a consolidated basis, the RTA will establish an accounting system by which to report individual subarea performance.

b) The RTA Board agrees, therefore, that the facilities, projects and services identified in the adopted Ten-Year System Plan represent a reasonable definition of equity for purposes of satisfying both public policy concerns and statutory requirements. The subarea budgets will serve as the starting point for evaluating the equity principle during the ten-year construction period.

Implementation policy

a) **Subarea budgets**

1. The RTA Financing Plan will provide a budget for each of the five RTA subareas, comprised of the subarea's projected share of local taxes, bonding capacity and farebox proceeds, and an assumption for federal funding, and related expenditures.
2. Local taxes will be allocated to subarea budgets based on actual sales tax and motor vehicle excise tax receipts collected by subarea and within the RTA District. Annual RTA and subarea budgets will incorporate updated forecasts based on these actual receipts. A percent of local taxes from each subarea will be allocated to the Regional Fund to fund system-wide costs (see Regional Fund below).
3. Government funding will be allocated in two ways:
   - Government funding received that is general in scope for facilities and/or services that appear in several subareas will be allocated to subarea budgets proportional to the subareas' percentage share of total RTA local taxes collected and projected.
   - Government funding that is received for a specifically determined facility and/or service will be allocated to the subarea(s) which benefits from the facility and/or service.
4. Miscellaneous revenues, such as those generated through private-public partnerships, advertising and terminal concessions will be allocated to subarea budgets based on subarea investment in the facility and/or service from which the revenue is generated. Because these revenue sources carry a high level of uncertainty, projections will not be included in the adopted Financing Plan or in the original subarea budgets.
5. Bonding capacity will be allocated based on a subarea's ability to repay the debt service after covering operating and maintenance costs, and consistent with the RTA's debt service coverage ratio policy (see Debt financing capacity below).
6. The subarea expenditures will be allocated in terms of the facilities and services to be provided, their projected costs and project contingencies, associated operating costs, debt service, and reserves for debt service, operations and maintenance, and capital replacement. The allocation of expenditures for facilities and services that cross subarea boundaries will be made by the RTA Board with consideration to subarea benefits and priorities.

b) ***Monitoring function***

1. The RTA will establish an accounting system by which to report performance against subarea budgets. This monitoring and reporting function will be incorporated into the RTA's annual budgeting process.
2. The RTA will establish an independent audit function to oversee its monitoring and reporting of subarea budgets.
3. The RTA will appoint a citizen oversight committee to monitor RTA performance (see Public accountability below).

c) ***Adjustments to subarea budgets***

1. The RTA will establish a process by which subarea budgets can be adjusted, based on current revenue and expenditure forecasts. Since the subarea budgets will be included within the RTA's general budget, adjustments to subarea budgets will occur every year as a step in the RTA's annual budget adoption, which requires a two-thirds favorable vote of the RTA Board. Adjustments to subarea budgets can include additional priority projects and/or services within that subarea should funding be available. This adjustment process recognizes that some fluctuation in revenues and expenditures against forecasts will occur.
2. For those cases where a subarea's actual and projected expenditures exceed its actual and projected revenues and funding sources by 5 percent or greater, and/or where unforeseen circumstances occur which would result in an inability to substantially complete projects within such subarea's plan, the RTA Board shall take one or more of the following actions:
   - Correct the shortfall through use of such subarea's uncommitted funds and/or bond capacity which is available to the subarea; and/or
   - Scale back the subarea plan or projects within the plan to match a revised budget; and/or
   - Authorize a vote of the RTA district on a revised ballot measure.

Regional Fund

Funding sources

The RTA will establish a regional fund that will be funded through a percent of local tax revenues contributed by each of the five subareas and interest earnings. The percent of local tax to be contributed will be set in the adopted Financing Plan, and then reviewed and set annually through the RTA budget process. It will not exceed ten percent per year during the ten-year system plan period.

Uses for regional fund

The regional fund will be used to fund system-wide elements. These elements include:

a) The RTA's fare integration program.

b) The RTA agency administration, including:
   - Research and development of new technology;
   - Planning and environment analysis for a future capital program.

c) Contingencies that may occur due to shortfalls in actual revenues collected or funding obtained, and/or overruns in actual expenditures relative to cost estimates provided that the

funding of such contingencies shall not diminish the RTA's ability to fully implement its fare integration program.

d) Strategic Property Acquisition Program to provide interim funding to purchase properties required to preserve right-of-way. The regional fund shall be reimbursed for a property acquisition when the property is incorporated into a Board approved budgeted project or is sold.

Debt Financing Capacity

Legal definition of RTA debt financing capacity

a) The RTA's enabling legislation defines the RTA's capacity for issuing general obligation debt at one and one-half percent of the value of the taxable property within the boundaries of the RTA District (and with approval of three-fifths of voters voting with the RTA District, up to five percent of the value of the taxable property within the district's boundaries). There is no dollar limit for revenue indebtedness.

b) However, through the following policies, the RTA will implement a substantially more conservative use of debt financing.

Calculation of debt financing capacity

The RTA recognizes that its future bondholders will hold first claim against its local sales tax and motor vehicle excise tax revenues as the pledged sources for repayment. However, the RTA's debt financing capacity will be calculated on a more conservative basis, by evaluating all revenues and deducted total operating expenses for net revenues available for debt service.

Debt service coverage ratio policy

a) The RTA further recognizes the importance of a conservative debt service coverage ratio, both to insure a conservative use of debt and to secure favorable financing costs.

b) For planning purposes, the RTA's debt service coverage ratio policy will be set at an average coverage ratio of 2.0x for net revenues over annual debt service costs, not to fall below 1.3x in any single year. Prior to bond issuance, the RTA will establish the appropriate debt service coverage ratio to incorporate into its bond covenants.

Uses of debt financing

a) Debt financing in the context of the ten-year construction program covers two distinct types of borrowing, the first related to long term debt financing, and the second related to short term debt financing.

b) Short-term debt financing (with terms of ten years or less) is expected to be used primarily to bridge the gap between the necessary timing of expenditures and the anticipated receipt of revenues.

c) The use of long term financing (with terms of more than ten years) is expected to be limited to capital and related costs for portions of the program that have a useful life in excess of the term of the debt. Long-term financing should be preserved for those aspects of the program for which other sources of funds are not likely to be available (e.g., due to timing or eligibility constraints) or for which a local match is required to access such source of funds.

d) The RTA will reserve a portion of its legal debt financing capacity to provide a potential funding source by which to address unforeseen circumstances. This reserve is defined at five percent of the capital costs reflected in the ten-year construction program.

Allocation of RTA debt capacity to subareas

a) The amount of long-term debt financing used to benefit each of the subareas will be based on each subarea's ability to repay debt after covering operating costs.

b) While the above policy prescribes the use of debt financing within subarea budgets, the RTA Board will manage the agency's debt capacity on a consolidated basis.

Debt management guidelines

The RTA Board has established, and will maintain, specific guidelines for managing the authority's debt use.

Setting Priorities for Expenditures

Based on the ten-year system plan, the RTA will develop a six year capital improvement budget, to be updated every two years as a step in the annual budgeting process and which will require adoption by a two-third favorable vote of the RTA Board. The RTA will establish guidelines for its budgeting process and criteria by which to establish priorities for expenditures.

Public Accountability

To insure that the ten-year construction program development and implementation occurs within the framework and intent of these policies, the RTA will:

a) Conduct an annual comprehensive performance audit through independent audit services;

b) Appoint and maintain for the ten-year construction period a citizens' oversight committee, charged with an annual review of the RTA's performance audit and financial plan, for reporting and recommendations to the RTA Board.

Future Phases

Voter approval requirement

The RTA Board recognizes its authority to fund *Sound Move*'s future operations, maintenance and debt service as well as any future phase capital program through a continuation of the local taxes initially authorized by the voters. However, in its commitment to public accountability, the RTA Board pledges that any second phase capital program which continues local taxes for financing will require approval by a vote of those citizens within the RTA District.

Sales tax rate rollback

Should voter approval for a future phase capital program not be forthcoming, the RTA Board will initiate two steps to roll back the rate of sales tax collected by the RTA.

a) First, the RTA will first initiate an accelerated pay off schedule for any outstanding bonds. Second, the RTA will implement a tax rollback to a level necessary to pay the accelerated schedule for debt service on outstanding bonds, system operations and maintenance, fare integration, capital replacement, and agency cost.

b) Once all debt is retired, the RTA will implement a tax rollback to a level necessary to pay for system operations and maintenance, fare integration, capital replacement and agency administration.

Financial policies review

These Financial Policies will apply to future capital programs. They will be reviewed for applicability prior to any submittal of a future capital program to the RTA District voters.

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APPENDIX E

BUDGET PROCESS

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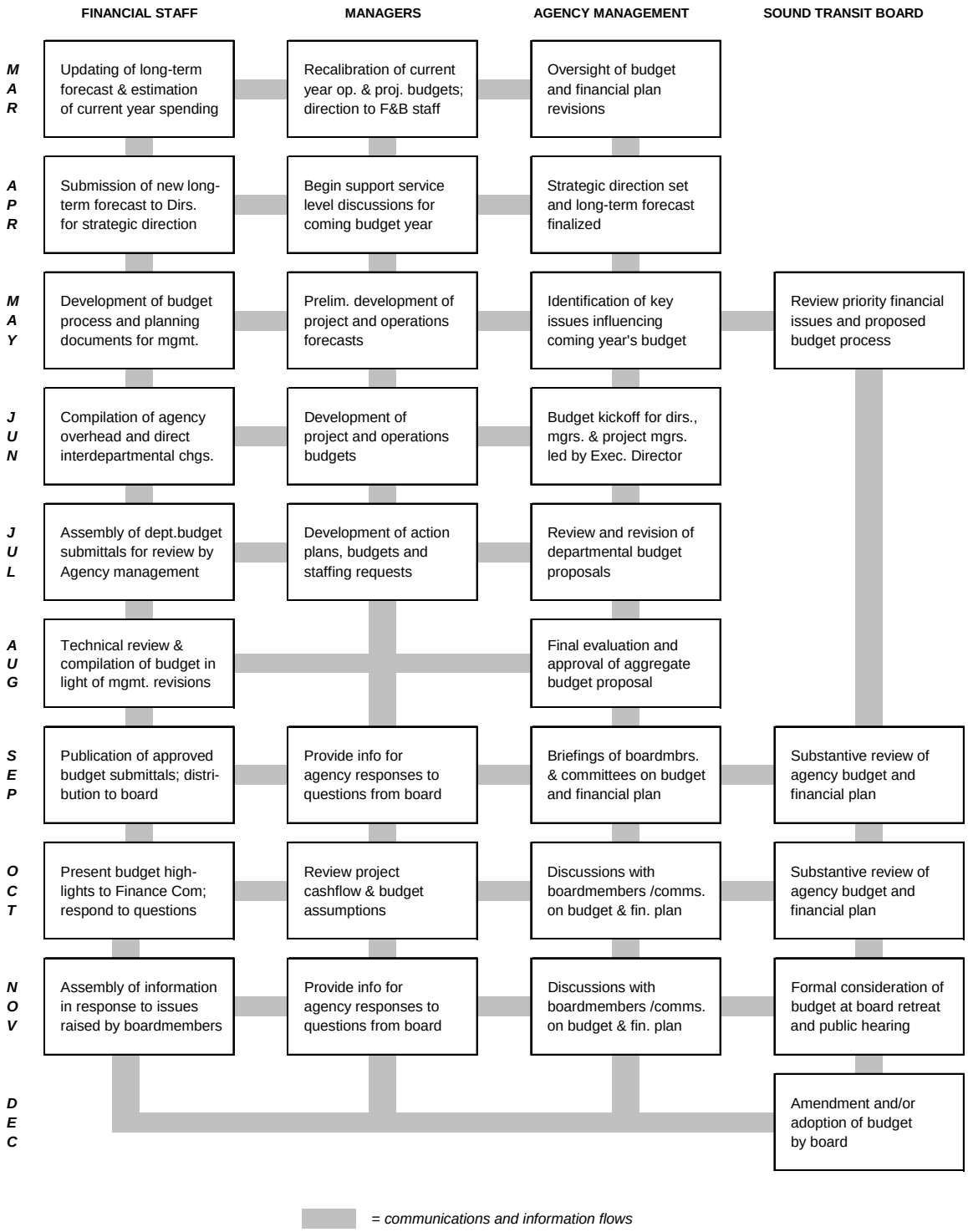
BUDGET PROCESS

Sound Transit's budget process is structured to serve two purposes. Within the agency, development of the budget provides a forum for joint planning of objectives and tasks, with managerial and board review of programs. For the region's citizens and partner agencies, the budget reports on the status of projects and services, detailing the agency's proposed accomplishments and their costs for the coming year.

The internal process is a collaborative and iterative one, with the agency's senior management providing strategic direction and critical review, managers and project managers preparing resource proposals, and financial staff providing technical support for the process. Once the proposed budget and financial plan have been published, the Sound Transit Board and the public provide an external review of project and service proposals from a policy standpoint.

The 2007 process is procedurally identical to that of previous years, with preliminary planning beginning in March and with budget adoption scheduled for December 2006. Major phases of this process are outlined on the next page.

Sound Transit Budget Process Summary


FINANCIAL STAFF
MANAGERS
AGENCY MANAGEMENT
SOUND TRANSIT BOARD
MAR
Updating of long-term forecast & estimation of current year spending
Recalibration of current year op. & proj. budgets; direction to F&B staff
Oversight of budget and financial plan revisions
APR
Submission of new long-term forecast to Dirs. for strategic direction
Begin support service level discussions for coming budget year
Strategic direction set and long-term forecast finalized
MAY
Development of budget process and planning documents for mgmt.
Prelim. development of project and operations forecasts
Identification of key issues influencing coming year's budget
Review priority financial issues and proposed budget process
JUN
Compilation of agency overhead and direct interdepartmental chgs.
Development of project and operations budgets
Budget kickoff for dirs., mgrs. & project mgrs. led by Exec. Director
JUL
Assembly of dept.budget submittals for review by Agency management
Development of action plans, budgets and staffing requests
Review and revision of departmental budget proposals
AUG
Technical review & compilation of budget in light of mgmt. revisions
Final evaluation and approval of aggregate budget proposal
SEP
Publication of approved budget submittals; distribution to board
Provide info for agency responses to questions from board
Briefings of boardmbrs. & committees on budget and financial plan
Substantive review of agency budget and financial plan
OCT
Present budget highlights to Finance Com; respond to questions
Review project cashflow & budget assumptions
Discussions with boardmembers /comms. on budget & fin. plan
Substantive review of agency budget and financial plan
NOV
Assembly of information in response to issues raised by boardmembers
Provide info for agency responses to questions from board
Discussions with boardmembers /comms. on budget & fin. plan
Formal consideration of budget at board retreat and public hearing
DEC
Amendment and/or adoption of budget by board
= communications and information flows

APPENDIX F

SOUND TRANSIT HISTORY

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SOUND TRANSIT HISTORY

Chronology of Regional Transit Planning in the Central Puget Sound Region

February 1968: Forward Thrust proposal (first ballot). Forward Thrust bond measure dedicated to financing a $1.15 billion Seattle rapid rail and bus transit system fails to receive the required 60 percent supermajority vote.

May 1970: Forward Thrust proposal (second ballot). Bond measure to finance revised $1.32 billion rail and bus system again fails.

May 1972: Metropolitan Area Transit Plan. Puget Sound Governmental Conference adopts an all-bus transit plan in response to the Forward Thrust votes, creating Metro Transit.

March 1981: Regional light rail feasibility study completed. A consultant study for the Puget Sound Council of Governments (PSCOG) assesses the potential use of light rail for heavily used transportation corridors, concluding that rail transit is feasible and warrants detailed evaluation.

March 1982: Regional rail evaluation begins. A 1981 study for the Puget Sound Council of Governments (PSCOG, subsequently renamed Puget Sound Regional Council, or PSRC) concludes that regional rail transit is feasible and warrants detailed evaluation. An extensive evaluation process begins in 1982.

March 1987: Regional Transportation Plan amended to include rail transit. Based on its analyses, PSCOG, the regional planning body, amends its federally required Regional Transportation Plan to incorporate recommendations for rail transit in the north, south and east transportation corridors.

August 1987: Commuter rail deemed feasible for serving South King County. Initial evaluation of using existing railroad tracks to provide commuter rail service in the Green River Valley of South King County concludes such service is feasible and should be analyzed further.

September 1988: King County Advisory Ballot on rail. King County voters approve (by a 2-to-1 margin) an advisory measure calling for accelerated planning to provide starter-rail service by the year 2000. Metro Council responds by voting to accelerate planning for high-capacity transit.

January 1990: Expert review panel created. A state-created independent expert review panel is appointed to review Metro's technical methods and planning assumptions in evaluating high-capacity transit alternatives—a first in transit system planning.

April 1990: High-Capacity Transit Act. Legislature establishes planning criteria, provides funding, and authorizes local-option taxes and implementation mechanisms for high-capacity transit. The Joint Regional Policy Committee (JRPC) is authorized by the legislation to oversee the planning process. Growth Management Act (GMA) is enacted, requiring consistency between land-use and transportation planning.

August 1990: JRPC is formed. An interlocal agreement among the Pierce, King and Snohomish county transit agencies forms the JRPC to coordinate regional transit planning.

October 1990: Vision 2020 links growth and transportation. PSCOG adopts a general regional policy for linking growth strategies and transportation planning.

Spring 1991: Regional Transit Authority (RTA) project. High-capacity transit planning is expanded to include preparing a regional transit system plan as a basis for a financial proposal to put before the voters.

March 1992: RTA is required. The state Legislature calls for creation of a three-county RTA. Sound Transit is to be formed once participating counties adopt a regional transit system plan.

October 1992: Draft Regional Transit Administration System plan/Draft Environmental Impact Statement issued (DEIS). A draft transit system plan and accompanying DEIS are issued for public review and comment.

February 1993: Final EIS issued on regional transit options.

April 1993: Final EIS is approved. Following a two-month comment and appeal period, hearing examiner gives final approval to the environmental impact statement, dismissing two challenges.

May 1993: JRPC adopts Regional Transit System Plan. The JRPC concludes its work by adopting a $13.2 billion transit system plan for the region and recommending formation of a Regional Transit Authority.

July 1993: Three county councils "opt in" to Sound Transit. Snohomish, Pierce, and King County Councils vote to be part of the Regional Transit Plan and create the Regional Transit Authority to implement the plan.

September 1993: Sound Transit is formed. The Central Puget Sound Regional Transit Authority holds its first meeting and begins developing a regional transit system and financing package to submit to voters based on the JRPC-recommended system plan.

October 1994: Sound Transit adopts Regional Transit Master Plan and Phase 1 ballot proposal. Based on the JRPC-recommended system plan, Sound Transit adopts a transit Master Plan for the region, and a $6.7 billion Phase 1 rail and bus transit proposal to take to the ballot.

December 1994: County councils vote to send Sound Transit Phase 1 to the ballot. Following a mandated 45-day review period, the Pierce, King, and Snohomish County Councils vote to continue Sound Transit participation and submit Phase 1 to voters.

March 1995: The public vote: Phase 1 transit system proposal fails. Regional voters turn down the Phase 1 proposal (46.5 percent: yes; 53.5 percent: no).

October 1995: Sound Transit forms advisory panel, targets ballot as early as September 1996. Sound Transit Board calls for formation of a regional advisory panel of civic leaders to help craft a new Phase 1 proposal, and sets a timetable to bring the new proposal before the region's voters as early as September 1996.

November 1995: Sound Transit adopts guiding principles, state Legislative program for new proposal. The Sound Transit Board adopts a set of nine guiding principles clearly defining parameters for developing a new Phase 1 proposal. At the same time, the board agrees to propose legislative changes to clarify and improve its flexibility to address a broader range of transportation needs.

May 1996: Sound Transit Board adopts *Sound Move*, the 10-year Regional Transit System Plan. The board passes Resolution 73 adopting a 10-year regional transit proposal and related appendices along with The Regional Transit Long-Range Vision.

August 1996: Sound Transit sets November 5, 1996, as date for *Sound Move* ballot proposal. The board passes Resolution 75, calling for a November 5 election to implement *Sound Move* by increasing local taxes to fund the local share of the plan cost.

November 1996: The region's voters approve *Sound Move* by 58 to 42 percent. The *Sound Move* transit plan is approved districtwide and wins a majority in the portions of each of the three counties within the Sound Transit District. The vote authorizes a local 0.4% sales tax and 0.3% MVET to finance construction and operation of the regional transit system.

April 1997: Collection of tax revenues begins for *Sound Move.* The state Department of Revenue and Department of Licensing begin collection of the taxes authorized by voters within the RTA District to finance *Sound Move*.

August 1997: "Sound Transit" chosen as popular name for RTA and its services. The RTA Board adopts "Sound Transit" as the popular name for the RTA, and approves the names of "Link" for light rail services, "Sounder" for regional commuter rail service, and "Regional Express" for regional bus services.

September 1997: Sound Transit breaks ground, inaugurates bus service. RTA Sound Transit launches its first transit improvements, partnering with Community Transit to accelerate construction of the new Ash Way Park-and-Ride Lot near Lynnwood, and with Pierce Transit to add 15 daily trips to the highly successful Seattle Express bus routes between Lakewood, Tacoma and Seattle.

February 1998: Negotiations are authorized for the purchase of Regional Express' first vehicle fleet. The Sound Transit Board authorizes negotiations for the purchase of the first Sound Transit vehicles—up to 175 buses for Regional Express service.

March 1998: Sounder commuter rail stations between Tacoma and Seattle identified. Sound Transit Board identifies eight of nine commuter rail stations for Sounder service between Tacoma and Seattle. Selection of a station site in Kent is delayed to allow the city to pursue funding for a parking garage as part of site selection.

June 1998: Seattle's Union Station to become permanent Sound Transit headquarters. After a six-month process, Sound Transit's Finance Committee, with board authorization, selected Seattle's historic Union Station as the site for its permanent corporate headquarters. The agency is to fund building restoration by current owners, and, when completed, will purchase the building for one dollar. Agency relocation is scheduled for the fall of 1999.

July 1998: Routes for Tacoma Link light rail identified. The Sound Transit Board selects alternative routes for analysis in the Draft Environmental Impact Statement for the Tacoma Link light rail line, three route alternatives for the east/west segment, and two alternatives for the north/south segment.

August 1999: First groundbreaking ceremonies held for Sounder commuter rail stations. Ceremonies are held in Auburn and at Seattle's King Street Station to break ground and begin construction of the first Sounder commuter rail stations.

PugetPass, the first regional transit pass, makes its debut. The region's five transit agencies introduce the PugetPass, the first regional transit pass that will be honored by all of the region's transit agencies.

September 1999: ST Express begins new era of regional bus service. The first nine of 18 planned new ST Express bus routes offering limited-stop express service begin regularly scheduled service.

October 1999: Tacoma Link light rail vehicles are purchased. The purchase of three new light rail cars from Inekon Group is authorized for Tacoma Link service, with vehicle delivery slated for October 2001.

November 1999: Washington state voters approve Initiative 695. The state's voters overwhelmingly approve I-695, repealing the state's motor vehicle excise tax based on the value of the vehicle and replacing it with a flat $30 annual fee. Sound Transit's voter-approved local MVET is not directly affected, but the initiative's impacts call into question some financial partnerships for Sound Transit with the state and with local transit agencies.

Sound Transit Board unanimously adopts final route for Central Link light rail. By a unanimous 18 to 0 vote, the Sound Transit Board approves route and station locations for the Central Link light rail system to serve Seattle, Tukwila, and SeaTac. In addition to selecting the 21-mile route from Seattle's University District to a terminus south of Sea-Tac Airport, the board committed to pursue federal and state funding to continue the line an additional three miles north to the

Northgate Transit Center. The board also voted to analyze a new route option suggested by the City of Tukwila.

December 1999: Sounder's first commuter train makes its debut. The first demonstration run of Sounder's first train whisks nearly 400 dignitaries, media and invited guests between Tacoma and Seattle smoothly and quietly at speeds of up to 70 mph. The 40-mile trip is made in 42 minutes.

September 2000: Sounder commuter rail begins serving the public with trains between Tacoma and Seattle. Sounder inaugurates its first service for the public with two trains each direction between Tacoma and Seattle daily, carrying more than 1,100 passengers on its first day in service.

ST Express adds three more routes to its service. Sound Transit's ST Express bus service expands to 13 total routes in operation, adding two routes between Redmond and Seattle and a third route providing direct service between Bellevue and Sea-Tac International Airport.

June 2001: The Sound Transit Board directs staff to study an initial light rail segment. The initial Central Link segment could run from downtown Seattle to perhaps as far south as South 200th Street in SeaTac. By early fall, the board will likely decide about building the initial segment.

July 2001: Notice to Proceed is issued for Tacoma Link construction. Construction of Tacoma Link begins.

November 2001: Sound Transit Board officially agrees to start light rail initial segment. On Nov. 29, the Sound Transit Board officially agreed to the construction of a 14-mile light rail initial segment from downtown Seattle to nearly the Seattle-Tacoma International Airport. Construction is scheduled to begin in 2002 and be completed in 2009.

May 2002: The Sound Transit Board unanimously approved an agreement with the City of Seattle to establish, oversee, and fund the city's portion of the $50 million Community Development Fund for Southeast Seattle.

June 2002: Sound Transit, King County, and the City of Seattle approved an agreement that defines the terms and conditions for the joint operation of trains and buses in the Downtown Seattle Transit Tunnel.

July 2002: Sound Transit submitted an application to the Federal Transit Administration for a $500 million Federal Full Funding Grant Agreement for the construction of Central Link's initial segment.

Sounder commuter rail carries its one-millionth passenger. The commuter rail service reached this major ridership milestone after being in service less than two years.

August 2002: Sound Transit began running special Sunday train service to afternoon football games at Seahawk Stadium. The service became so popular that a second train was added to help carry more passengers.

September 2002: Sound Transit added two bus routes to the ST Express regional bus system, completing the system's full complement of 19 express routes.

On the Sounder commuter train service's two-year anniversary month, the commuter rail expanded its schedule by adding a third train. The new schedule includes a middle morning train, and an earlier afternoon train.

January 2003: Sound Transit and the Port of Seattle announced that they had reached an agreement in principle on how Central Link light rail would connect to the Seattle-Tacoma International Airport. The agreement identifies a shared conceptual vision for a light rail station next to the airport's existing terminal and parking garage, integrated within the Port's updated plans for expanding the airport.

February 2003: The Central Link light rail project was one of the only two projects that received the "highly recommended" rating from the Federal Trade Administration. This gives the project

the highest possible rating under the agency's process for prioritizing applicants for New Starts funding.

March 2003: The Regional Accessibility Transit Guide was the first comprehensive guide to accessible transit, paratransit and Medicaid transportation information for the three-county Central Puget Sound Region. Sound Transit took the lead in assembling the guide with the help of its partner agencies.

April 2003: Sound Transit Board approves participation in Smart Card. Sound Transit joins other transit agencies throughout Central Puget Sound in developing the regional Smart Card technology. Once it's up and operating, the Smart Card will make it easier and more convenient for transit customers to get around.

Ash Way and Lynnwood projects begin groundbreaking. Sound Transit celebrates the groundbreaking of two major transportation improvement projects in Snohomish County. The Ash Way Direct Access ramp will provide transit-only direct access ramps from the Ash Way Park-and-Ride at 164th Street to I-5. The Lynnwood Direct Access ramp connects the Lynnwood Park-and-Ride to I-5.

May 2003: BNSF and Sound Transit announced a term sheet agreement in principle to extend Sounder commuter rail to Everett and Lakewood.

June 2003: Bellevue Direct HOV Access groundbreaking. Sound Transit celebrates the groundbreaking of the Bellevue HOV Direct Access Project. This is the third phase of the project to improve transit access into and through downtown Bellevue. This phase reconstructs the NE 4th Street interchange and builds a new interchange at NE 6th that will connect to the new Bellevue Transit Center and will allow buses and car/vanpools direct access to the HOV lanes on I-405.

July 2003: The Federal Transit Administration officially recommends Sound Transit receive its $500 million federal grant to build the Link light rail initial segment.

Federal Inspector General report recommends Sound Transit. The Transportation Department's Inspector General sends its report to Congress with the assurance that the Link project has turned around the last two years and is ready to receive its federal funding.

August 2003: Tacoma Link begins service. The 1.6-mile Tacoma Link light rail line begins carrying passengers. The Tacoma Link line is the first modern light rail system in the state and is built on time and under budget.

September 2003: The Sounder Tacoma Dome Station platform and concourse opens. The platform and concourse leading to it are located at Freighthouse Square on East 25th Street, across from the Tacoma Dome Station parking garages. The concourse includes rider information and access to Freighthouse Square shops and restaurants.

ST Express regional bus service changes include the extension of ST Express Route 554's weekday service to the new interim Issaquah Highlands Park-and-Ride lot. Other highlights include: a new peak-hour Route 564 that operates between Auburn and Bellevue that serves Kent and Renton; better service on the Route 560 from Bellevue to Sea-Tac International Airport; and the elimination of some low ridership routes and the improvement of other popular routes in Snohomish County.

October 2003: The Federal Transit Administration officially signs a $500 million Federal Full Funding Grant Agreement for construction of the Central Link initial segment.

Sound Transit officially signs two contracts with Kiewit Pacific Company for a combined total of about $94 million to build the Link operations and maintenance base and begin construction of the initial segment line on the E-3 Busway and Forest Street in the SODO District.

The State Supreme Court says that I-776, the Motor Vehicle Excise Tax initiative, is constitutional, overturning a lower court ruling.

November 2003: Dignitaries and leaders from throughout the region, including U.S. Senator Patty Murray, celebrate the groundbreaking for the construction of the Central Link light rail initial segment.

December 2003: Sounder trains begin regular commuter service between Everett, Edmonds, and Seattle on December 21. The service starts with one train in the morning and one in the evening.

The Sound Transit Board unanimously elects John Ladenburg as board chair for a two-year term. The board's new vice chairs are Seattle Mayor Greg Nickels and Everett Councilmember Mark Olson. Ladenburg replaces Ron Sims, who remains on the board.

The NE 4th Street Bridge, which is part of the Bellevue Direct Access Project, opens six months early. The project will help improve transit access and traffic flow along the I-405 corridor in Bellevue.

January 2004: New board members join Sound Transit. The five board members joining Sound Transit are: Fred Butler, Issaquah Deputy Council President; Connie Marshall, Mayor of Bellevue; Larry Phillips, chair of the King County Council; Aaron Reardon, Snohomish County Executive; and Pete von Reichbauer, vice chair of the King County Council. An additional board member from Snohomish County will be named in the future.

February 2004: Contract awarded for MLK construction. The Sound Transit Board approves a contract to begin building light rail in the Rainier Valley between McClellan Street and the Boeing Access Road. The joint venture firm of RCI-Herzog is awarded the contract for $128.3 million, with a 12 percent contingency of $15.3 million.

April 2004: Jack Start, a Mill Creek Councilmember, is appointed as a Snohomish County representative to the Sound Transit Board.

After just eight months of service, the Tacoma Link light rail line passes the half-million ridership mark. Weekday boardings average 2,320, which exceeds ridership projections made for the year 2010.

May 2004: The board directs staff to complete the final Supplemental Environmental Impact Statement for the preferred North Link route and stations. The preferred route stretches north of the Downtown Seattle Transit Tunnel to serve First Hill and Capitol Hill before crossing under Portage Bay near the Montlake Bridge and continuing beneath the eastern edge of the University of Washington's main campus to a station under Brooklyn Avenue at NE 43rd Street. The line will continue north to a station in the Roosevelt neighborhood near NE 65th Street, following either Eighth Avenue Northeast or 12th Avenue Northeast and to a northern terminus station at Northgate.

Sound Transit CEO Joni Earl announces a major agency re-organization that includes a new Transportation Services Department, which combines operations and maintenance and service planning staff from the Tacoma Link, Sounder and Regional Express departments. A new Capital Projects Department consolidates Sounder and Regional Express capital projects and a new Project Delivery Support Services Department consolidates real estate, contracts, diversity, agencywide project control and quality assurance/quality control. The Communications Department moves into the executive department and is re-named the Office of Corporate and Strategic Communications.

July 2004: Light rail construction begins on Martin Luther King Jr. Way South in the Rainier Valley. The first construction activity includes underground utility work, clearing of trees and shrubs to facilitate a wider roadway and demolition of buildings acquired by Sound Transit. The contractor for the Rainier Valley work, RCI-Herzog, is a joint venture firm based in Auburn.

The Sound Transit Board begins giving staff input on the agency's long-range vision and ST2 planning effort. Sound Transit begins to plan an extension of the mass transit system it is currently building and asks the region to help imagine what that system might look like.

August 2004: The first of 22 hybrid electric/diesel buses arrive and is assigned to Route 550. The hybrid buses, which are similar in concept to the hybrid Toyota and Honda cars, run cleaner and quieter than standard diesel buses. They also cut fuel consumption and will be used in downtown Seattle tunnel routes.

First year ridership on the Tacoma Link service completely shatters all expectations by carrying 750,000 passengers. The on-time performance for the first year is more than 98 percent and the trains crossed through intersections on the route over 800,000 times with no reported injuries.

September 2004: Sounder ridership is so strong a seventh car is added to the current six on the northbound Sounder train that leaves Tacoma at 6:45 a.m. and the southbound train that departs King Street Station at 4:45 p.m.

Sound Transit celebrates five years of successful bus and train service with a special week of events. The week includes thanking customers at stations throughout the region, an appreciation lunch for staff and current and past boardmembers, and a "Wave Fest" celebration at Union Station for Sound Transit, its partners, and the general public.

October 2004: Full-fare PugetPass, FlexPass, and UPass cards begin being accepted on select Amtrak trains running between Everett and Seattle. Amtrak tickets also begin being accepted on Sounder commuter trains traveling between Everett, Edmonds and Seattle.

November 2004: The first HOV access lanes in the state open in Lynnwood. The lanes connect the Lynnwood Transit Center directly to I-5, saving time for express bus commuters. The project is completed six months ahead of schedule and under budget, saving a total of up to $5 million.

December 2004: After just a little more than a year of service, the Tacoma Link light rail line carries its one millionth passenger. From the first day of service, Tacoma Link ridership has surpassed all expectations.

The Bellevue Direct Access Project is completed, providing direct access ramps that take buses and carpools directly from I-405 to the Bellevue Transit Center. The cooperative project is the Eastside's single largest transportation improvement project and is completed a year ahead of schedule and about $25 million under the baseline budget.

Sound Transit, the Port of Seattle and the City of SeaTac announce two agreements that lay the groundwork for the extension of light rail to Sea-Tac Airport by the end of 2009. The new light rail Airport Station will include a pedestrian connection directly to the airport's ticket counters.

January 2005: The Sound Transit Board approves building a Link light rail station to serve Safeco Field, Qwest Field, and the north SODO area. The "Stadium" station, which will cost up to $3.7 million, will not increase the initial segment budget.

The Sound Transit Board unanimously picks 12th Avenue as the preferred Roosevelt route and station location for the North Link light rail project. The Roosevelt community supports the 12th Avenue route, which fits into the community's plans for urban development and growth. The route's centralized station location is also easily accessible to Roosevelt's core business community.

February 2005: The Expert Review Panel, which reviews Sound Transit's planning for ST-2, meets for the first time. The eight-member panel examines key methodologies to make sure that the assumptions and the analytical methods used in the agency's plans are adequate, appropriate, and reasonable.

The low bid for the last major construction contract for building the initial segment comes in at $24.7 million, or about 10 percent below the cost that Sound Transit's engineers estimated. The combined bids for the entire initial segment construction are six percent under estimates.

Thirteen new long-haul buses are welcomed into the ST Express regional fleet. The quiet, smooth-riding coaches are specifically designed for long-haul express service and include individual reclining seats, air conditioning, footrests, overhead racks, and reading lamps.

Sound Transit's bond rating for its bonds from Moody's is upgraded from A1 to AA3. The agency also receives a strong AA-/AA3 rating on its future Sales Tax bonds. The high rating is expected to translate into lower borrowing costs and savings to taxpayers.

The agency's first ever ridership survey shows that passengers are very satisfied with Sound Transit service. Riders give the agency high marks across the board for ST Express bus, Tacoma Link light rail and Sounder commuter rail service.

March 2005: The Sound Transit Board votes unanimously to issue $423 million in bonds to continue construction of Sound Transit projects throughout the region. The 25-year bonds are issued at an overall rate of 4.6 percent.

April 2005: Construction kicks off in Bellevue on the Eastgate access ramp and flyer stops. The work includes a new transit-only access ramp from Interstate 90 to King County Metro's expanded Eastgate Park-and-Ride. New flyer bus stops on the ramps will save travel time for selected routes and provide additional routing options for both Metro and Sound Transit service.

April 2005: A big loss for Sound Transit and the region is felt with the death of Sound Transit Boardmember Jack Start. He joined the Sound Transit Board from Snohomish County in 2004 and quickly became active and engaged on a variety of issues. He also served on the Sound Transit Board Finance Committee and the Performance Audit Committee.

May 2005: Richard Marin of Edmonds fills the Sound Transit board opening left with the death of Boardmember Jack Start. Boardmember Marin is President of the Edmonds City Council, is Vice Chair of the Community Transit Board and chairs the City of Edmonds' Highway 99 Task Force. He is appointed to the Sound Transit Finance Committee.

May 2005: Construction begins on the Tukwila segment of the light rail line. Construction is now under way on all 14 miles of the Central Link line.

June 2005: A second Sounder round-trip commuter train begins running between Everett, Edmonds and Seattle. The new train leaves Everett Station at 6:10 a.m., a half hour earlier than the other Sounder train. The train leaves Seattle at 4:33 p.m. in the afternoon.

June 2005: Sound Transit issues the Final Supplemental Environmental Impact Statement (SEIS) for updating its Long-Range Plan. The document examines the effect an expected 1.2 million more people living here in the next 25 years will have on the region's transportation systems.

June 2005: For the eighth consecutive year, independent auditors give Sound Transit a clean, unqualified report on the agency's financial health. The 2004 annual financial audit is conducted by KPMG LLP. In addition, an annual subarea audit report also conducted by KPMG, finds no major issues with Sound Transit's adherence to subarea equity.

July 2005: Boardmember Kevin Phelps, chair of the Sound Transit Finance Committee, resigns from the Board. A Tacoma City Councilmember, Mr. Phelps joined the Board in 2000. He was a key architect in the creation of the agency's Performance Audit Committee.

July 2005: The Sound Transit Board approves plans to extend Central Link light rail to Sea-Tac International Airport. The airport station will be adjacent to the fourth level of the existing airport parking garage, with an elevated walkway to International Boulevard and a pedestrian walkway

to the airport's ticket counters. The connection is scheduled to be completed in time for the 2010 Winter Olympics in Vancouver, B.C.

July 2005: Sound Transit breaks ground on the Totem Lake Freeway Station, HOV access ramps and overpass on Interstate 405. The project includes a new I-405 overpass connecting N.E. 128th Street and direct access to/from the north and southbound HOV lanes on I-405.

July 2005: The Sound Transit Board unanimously approves an amended Long Range Plan, setting the stage for determining the next round of service and construction projects for the regional agency. The Long Range Plan gives the agency the 'big picture' of what transit should look like by the year 2030 and helps the Board shape Sound Transit 2.

August 2005: Construction crews lay the first rails for the new Link light rail system in Seattle's SODO area between Holgate and South Lander street. The first rails, four 1,200-foot-long ribbons, weigh approximately 23 tons each.

August 2005: The Sound Transit Board and staff welcomes Julie Anderson to the Board. Ms. Anderson is a Tacoma City Councilmember who is completing the term of Boardmember Kevin Phelps, who resigned in July, 2005. Ms. Anderson was elected to the Tacoma City Council in 2003, following more than 15 years of community service and advocacy in the Tacoma area.

August 2005: The first Link light rail station art was installed at the future SODO light rail station on South Lander Street, just south of downtown Seattle. The artwork, "Made in USA" by Michael Davis, honors SODO's industrial roots with a huge steel arch that includes a carpenter's pencil, square and level.

September 2005: A fourth Sounder train begins round-trip service between Tacoma and Seattle. The new train departs Tacoma Dome Station every weekday morning at 7:10 a.m. and leaves King Street Station at 4:20 p.m.

September 2005: The downtown transit tunnel closes for up to two years for retrofitting to handle both light rail trains and buses. During the closure, buses that normally use the tunnel are re-routed to downtown Seattle surface streets.

September 2005: Sound Transit celebrates the construction kick-off of the $7.7 million Sammamish Park-and-Ride and Transit Center. The transit center includes 275 parking stalls, bus shelters, art and special "rain garden" landscaping to help protect the environment.

September 2005: Sound Transit opens the Ash Way HOV access ramp. The transit-only access lane allows Sound Transit and Community Transit buses to skip the surface streets and the general purpose lanes and roll right from the Ash Way Park-and-Ride to the HOV lanes heading south to Lynnwood and Seattle.

November 2005: The University Link segment of the light rail project earns the Federal Transit Administration's highest rating. This is the first step towards receiving a federal New Starts grant for the project. The University Link segment runs from Westlake Center in downtown Seattle to the University of Washington.

January 2006: Sound Transit launches the huge machine that is drilling the nearly mile-long twin tunnels through Beacon Hill. The tunnels will tie into the Beacon Hill underground station, which is under construction 160 feet below the surface of Beacon Hill.

January 2006: Kirkland City Councilmember Mary-Alyce Burleigh and King County Councilmember Dow Constantine join the Sound Transit Board. Boardmember Burleigh has served on the Kirkland City Council since January 2002, including two years as Kirkland Mayor. Boardmember Constantine has been on the King County Council since January 2002.

February 2006: New ST Express Route 577, which runs between Federal Way and downtown Seattle, begins service from the new Federal Way Transit Center.

February 2006: The new Federal Way Transit Center and HOV access ramps open. Besides adding about 1,200 stalls of parking, the new center includes large customer waiting areas, enhanced security and public art.

February 2006: The Issaquah Highlands Park-and-Ride, which includes a parking structure with 1,000 stalls of parking, opens.

March 2006: The South Sammamish Park-and-Ride opens for buses and riders, adding 165 park-and-ride spaces in East King County.

April 2006: The Sound Transit Board approves an agreement outlining the terms and conditions for development of the Airport Link project on Port of Seattle property at the airport. The Port of Seattle Commission also approved the agreement. Sound Transit has secured all of the necessary land use permits and construction on the 1.7-mile airport extension.

April 2006: The Sound Transit Board approves a plan for extending Link light rail from downtown Seattle to the University of Washington. The 3.1-mile University Link extension will connect the three largest urban centers in the region: downtown Seattle, Capitol Hill and the University District and by itself will add 70,000 riders a day to the Link line.

May 2006: For the ninth consecutive year, independent auditors give Sound Transit a clean, unqualified report on the agency's financial statements. The 2005 annual financial audit, conducted by KPMG LLP, finds no reportable conditions or material weaknesses involving internal control, and no instances of non-compliance required to be reported under Government Auditing Standards.

June 2006: Stadium Station and SODO Station are the first two Link light rail passenger stations to be substantially completed out of the 13 along the 15.6 miles between Downtown Seattle and Sea-Tac Airport. SODO Station is located along the Metro Busway just north of Lander Street. Stadium Station is also located along the Metro Busway south of Royal Brougham Way.

June 2006: The Federal Transit Administration issued the Record of Decision (ROD) for North Link, which will run from downtown Seattle to Northgate. The ROD acknowledges the completion of the environmental process for North Link. It also allows Sound Transit to begin moving forward with acquiring land.

June 2006: Sound Transit and its partners – the City of Issaquah and King County Metro Transit – break ground on the new Issaquah Transit Center and parking garage. The new garage will more than double the amount of parking spaces at the site, to over 800 stalls, and the transit center will expand from one bus bay to six.

June 2006: Sounder carries its 5 millionth rider since service began in September, 2000.

July 2006: Deputy CEO Vernon Stoner resigns from Sound Transit after more than five years. He leaves to take the position of Regional Administrator - Region 3 - for the Washington State Department of Labor and Industries in Olympia.

July 2006: The Sound Transit Board releases three sample investment options for comment and consideration by the public, transit partners and jurisdictions throughout in the region. The three options highlight the potential expansions available using sales tax investments of 3 cents, 4 cents and 5 cents on a $10 purchase. All three investment options include light rail extensions to the north, south and east from the initial segment currently under construction from downtown Seattle to SeaTac. The Board also identifies light rail as its preferred mode for providing high capacity transit across Lake Washington on I-90 to the Eastside.

APPENDIX G

GLOSSARY OF TERMS

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GLOSSARY OF TERMS

A133: A circular issued from Office of Management and Budget (OMB) in 1997 that describes the non-Federal entity's responsibilities for managing Federal assistance programs (grants) and the auditor's responsibility (objectives, procedures, compliance, etc.) with respect to the scope of audit.

Accounting System: The total set of records and procedures used to record, classify, and report on the financial status and operations of Sound Transit.

Accrual Basis of Accounting: A method of accounting for revenues and expenses when earned or incurred instead of when cash is received or spent.

ADA: Americans with Disabilities Act.

Adopted Budget: The board-approved budget and capital plan for Sound Transit for the current fiscal year.

APTA: American Public Transportation Association.

BCI: Building Cost Index, which is based on changes to the price of a "shopping cart" of goods related to construction—skilled labor, structural steel, lumber, and cement.

BNSF: Burlington Northern Santa Fe Railway.

Board: The Sound Transit Board of Directors.

Budget Message: The opening section of the budget document provides the board and the public with a general summary of the most important aspects of the budget, and the views and recommendations of the executive director.

CAAC: Citizens' Accessibility Advisory Committee.

CAO: Sound Transit Chief Administrative Officer.

Capital Spending Plan: The portion of the budget that identifies outlays for the purchase of capital assets.

Capital Asset: Assets costing $5,000 or more and having useful lives greater than two years.

Capital Outlay: Expense that results in the acquisition of or addition to fixed assets.

Capital Projects: Projects that purchase or construct capital assets.

CCO: Sound Transit Chief Communications Officer.

CCTV: Closed circuit television.

CDF: Community Development Fund.

CE: Conceptual Engineering.

CEO: Sound Transit Chief Executive Officer.

CFO: Sound Transit Chief Financial Officer.

CMC: Construction Management Contract.

CNG: Compressed Natural Gas.

Contingency: A budgetary reserve put aside for emergencies or unforeseen expenses.

CO: Construction.

COA: Comprehensive Operational Analysis.

COP: Citizen Oversight Panel.

Cost Element: The budget elements of an individual capital project, such as design, construction, and contingency expenses.

CPI: Consumer Price Index.

DEIS: Draft Environmental Impact Statement.

Department: Highest organizational unit of Sound Transit, consisting of Board Administration, Executive, Finance and Information Technology, Legal Services, Project Delivery Support Services, Transportation Services, Capital Projects and Link Light Rail.

Depreciation: A method by which the costs of plants, property, and equipment are systematically and rationally allocated over their useful life.

Division: Organizational sub-unit within departments.

DSTT: Downtown Seattle Transit Tunnel.

E1: EnterpriseOne (our current accounting system or ERP software).

EA: Environmental Assessment.

EAC: Executive Advisory Committee.

EEO: Equal Employment Opportunity.

EIS: Environmental Impact Statement.

ERP: Enterprise Resource Planning.

ESA: Endangered Species Act.

ESH: Environmental Safety and Health.

The Executive Director: The executive director of Sound Transit.

Expense Category: Groupings of expense types. Expenses can include, but are not limited to, wages/salaries/benefits, services, office expenses, administrative expenses and miscellaneous other expenses.

Expense: A decrease in net current assets. Expenses include salaries and benefits, administrative expenses, debt service, and those current operating costs that require the use of current assets.

FASB: Financial Accounting Standards Board.

FD: Final Design.

FFGA: Full Funding Grant Agreement.

FFY: Federal Fiscal Year.

FHWA: Federal Highway Administration.

Fiscal Year: A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and results of its operations. Sound Transit's fiscal year is concurrent with the calendar year.

FONSI: Finding of No Significant Impact.

FTA: Federal Transit Administration.

FTE: Full Time Equivalent employee. The fractional equivalent of one full-time employee working a 40-hour work week for one calendar year.

GASB: Governmental Accounting Standards Board.

GIS: Geographic Information Services.

GL: General Ledger.

GMA: Growth Management Act.

GSC: Sound Transit General Service Center.

HCT: High-Capacity Transit.

HOV: High-Occupancy Vehicle.

ISTEA: Intermodal Surface Transportation Efficiency Act.

IT: Information Technology.

ITS: Intelligent Transportation Systems.

JRPC: Joint Regional Policy Committee.

LB235: North End Tunnel Design/Build Contract.

LOB: Line of Business.

LPA: Locally Preferred Alternative.

LRT: Light Rail Transit.

LRV: Light Rail Vehicle

MIP: Mobility Initiative Program.

MLK: Martin Luther King.

MMIS: Maintenance Management Information System.

MOA: Memorandum of Agreement.

MOS: Minimum Operating Segment.

MOU: Memorandum of Understanding.

MTP: Metropolitan Transit Plan.

MVET: Motor Vehicle Excise Tax.

M/W/DBE: Minority/Women/Disabled Business Enterprise.

NEPA: National Environmental Policy Act.

NTD: National Transit Database.

NTP: Notice to Proceed.

O&M: Operations and Maintenance.

OCIP: Owner-Controlled Insurance Program.

OCS: Overhead Catenary System.

OPP: Office of Policy and Planning.

OSHA: Occupational Safety and Health Administration.

PE/ED: Preliminary Engineering/Environmental Design.

PMOC: Project Management Oversight Consultant.

PMP: Program Management Plan.

PLA: Project Labor Agreement.

Proposed Budget: The recommended and unapproved Sound Transit budget submitted by the executive director to the board.

PSCOG: Puget Sound Council of Governments (renamed PSRC, see entry below).

PSRC: Puget Sound Regional Council (formerly PSCOG, see entry above).

QAP: Quality Assurance Program.

QA/QC: Quality Assurance/Quality Control.

RE/TOD: Real Estate/Transit Oriented Development.

REX: Regional Express.

Revenues: Increases in proprietary fund type net total assets from other than expense refunds and capital contributions.

Reserve: An account used to segregate a portion of fund equity as legally set aside for a specific future use.

RFP: Request for Proposal.

ROD: Record of Decision.

ROW: Right-of-way.

RSIP: Residential Sound Installation Program.

RTA: Regional Transit Authority.

RVCDF: Rainier Valley Community Development Fund.

Salaries and Benefits: Amounts paid for services rendered by employees in accordance with rates, hours, terms and conditions authorized by law or stated in employment contracts.

SEIS: Supplemental Environmental Impact Statement.

SEM: Sequential Excavation Mining.

SEPA: State Environmental Policy Act.

SODO: South of downtown Seattle.

SOP: Standard Operating Procedure.

SIP: Service Implementation Plan.

Sound Transit: The Central Puget Sound Regional Transit Authority.

ST-2: The second phase of Sound Transit's plan for providing increased service.

Subarea: Five subareas of the Sound Transit District defined for planning and budgeting purposes consisting of Snohomish County, North King County, East King County, South King County, and Pierce County.

Subarea Equity: The principle established by *Sound Move* that requires utilizing local taxes and revenues and related debt for projects and services which benefit the subareas generally in proportion to the level of revenues each subarea generates.

TEA-21: Transportation Equity Act for the 21st Century.

TIG: Transit Integration Group.

TIP: Transportation Improvement Program.

TOD: Transit Oriented Development.

TOHD: Transit Oriented Housing Development.

TPSS: Traction Powered Substation.

TSD: Transportation Services Department.

TSP: Transit Signal Priority.

TVMs: Ticket Vending Machines.

UPRR: Union Pacific Railroad.

WISHA: Washington Industrial Safety and Health Administration.

WSDOT: Washington State Department of Transportation.

YOE: Year of Expenditure.